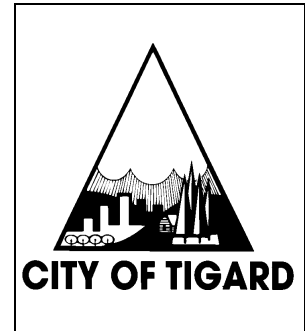

TIGARD CITY COUNCIL
WORKSHOP MEETING

November 20, 2001 6:30 p.m.

TIGARD CITY HALL
13125 SW HALL BLVD
TIGARD, OR 97223



PUBLIC NOTICE:

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, Ext. 309 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead-time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting date by calling: 503-639-4171, x309 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

A G E N D A
TIGARD CITY COUNCIL WORKSHOP MEETING
November 20, 2001

6:30 PM

1. WORKSHOP MEETING
 - 1.1 Call to Order - City Council
 - 1.2 Roll Call
 - 1.3 Pledge of Allegiance
 - 1.4 Council Communications & Liaison Reports
 - 1.5 Call to Council and Staff for Non Agenda Items

2. DISCUSSION OF SIDEWALK MAINTENANCE ON MAJOR COLLECTORS
 - a. Staff Report: Public Works Staff
 - b. Council Discussion
 - c. Council Direction: Should staff continue to perform sidewalk maintenance adjacent to City properties only, or should sidewalk maintenance be expanded to include major collectors?

3. PROGRESS REPORT ON THE NEW CITY WEB SITE
 - a. Staff Report: Administration Staff
 - b. Council Discussion

4. UPDATE ON BULL MOUNTAIN ANNEXATION STUDY
 - a. Staff Report: Community Development Staff
 - b. Council Discussion

5. REVIEW THE FINAL DRAFT OF THE TRANSPORTATION SYSTEM PLAN
 - a. Staff Report: Community Development Staff
 - b. Council Discussion

6. UPDATE ON THE TRI-MET ACTION PLAN
 - a. Staff Report: Community Development Staff
 - b. Council Discussion

7. REVIEW DRAFT AGREEMENTS FOR CITY-SPONSORED **EVENTS** FOR THE TIGARD FESTIVAL OF BALLOONS, TIGARD 4TH OF July, AND BROADWAY ROSE THEATER
 - a. Staff Report: Administration Staff
 - b. Council Discussion
8. COUNCIL LIAISON REPORTS
9. NON-AGENDA ITEMS
10. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(3), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
11. ADJOURNMENT

\\TIG333\USR\DEPTS\ADM\CATHY\CCA\011120.DOC

AGENDA ITEM # _____
FOR AGENDA OF November 20, 2001

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Discussion of Sidewalk Maintenance on Major Collectors

PREPARED BY: Howard Gregory DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Discussion of sidewalk maintenance responsibility along major collectors.

STAFF RECOMMENDATION

Staff recommends that the Council direct staff to perform sidewalk maintenance adjacent to City properties.

INFORMATION SUMMARY

At the July 17, 2001 Council meeting staff was instructed to update the inventory of the sidewalks along the major collectors. Currently we have 121,133 feet or 22.94 miles of sidewalk along major collectors of which 62,450 feet are residential and 58,683 are commercial. There are 627 feet of residential and 1,418 feet of commercial sidewalks that require repairs. The City now has responsibility for 23,928 feet of sidewalk adjacent to City-owned property of which 440 feet need repair. If the City takes responsibility for the sidewalks along major collectors this will increase its responsibility to 145,061 feet or 27.47 miles.

If the City intends to assume responsibility for maintenance of sidewalks along major collectors, we recommend the following procedure.

- Only residential sidewalks
- Sidewalks would be accepted only after they are inspected and found to meet City standards.
- Property owners would be notified in writing of the necessary repairs. After repairs are complete, a re-inspection would be conducted prior to acceptance, to ensure that the sidewalk meets City standards.
- The Engineering Department will perform initial inspections for acceptance.
- Notification to the property owners would be made as their sidewalks are accepted. Notification would include the City's acceptance of maintenance responsibility for their sidewalk. Although the City would accept responsibility for structural maintenance, the property owner would remain responsible for keeping it clear of dirt, leaves, ice or any other hazard. The City Attorney's memorandum states that the City can assume some portion of the responsibility and liability. For example, it could assume responsibility and liability for repairs to damaged sidewalk without assuming responsibility or liability for keeping sidewalk free from obstruction, debris, ice, snow, etc.
- All sidewalks accepted for City Maintenance would be inspected every two years by Public Works staff. Any sidewalks found to be in need of repairs would be prioritized according to the severity of the repairs required.

OTHER ALTERNATIVES CONSIDERED

- Reject the staff recommendation
- Accept the maintenance responsibility for residential sidewalks along major collectors.
- Give staff further instructions as to how to proceed.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Community character and quality of life. Community aesthetics No. 1

Develop strategies to balance needs of new and infill development with the need to provide protection of defined aesthetic qualities valued by those who already live and work in Tigard.

ATTACHMENT LIST

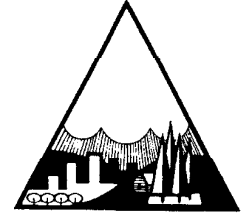
1. Memorandum from Loreen Mills on sidewalk liability review.
2. Copy of City of Tigard codes 7.40.070 and 15.12.010.
3. Memorandum from the City Attorney.
4. Draft Council minutes from 7/17/01

FISCAL NOTES


- If Council accepts staff recommendation there is no additional cost.
- If Council chooses to accept maintenance responsibility for sidewalks along major collectors that meet City standards, the estimated annual increase to the budget will be \$ 1,590.00 for 100 feet of repairs.

10 yards of concrete	\$790.00
Construction materials	\$500.00
Hand tools	\$300.00

MEMORANDUM



TO: Honorable Mayor and City Council

FROM: Howard Gregory 

RE: Discussion of Sidewalk Maintenance on Major Collectors

DATE: November 7, 2001

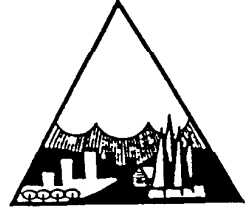
At the Council meeting on July 17, 2001, Council discussed the issue of sidewalk maintenance responsibility along major collectors. After discussion by Council, Mayor Griffith summarized the majority of Council direction with regard to the sidewalk issue which would be for the staff to review the cost of accepting the maintenance of sidewalks (once brought up to City standards).

At the Council meeting on September 18, 2001, the issue was placed on the agenda for further discussion. Staff furnished the information regarding the inventory of sidewalks along the major collectors for Council review.

The discussion on this issue was postponed at the request of Paul Owen, Summerfield Homeowner's Association representative. At this time, staff has received no requests for further information from the Council regarding the staff's recommendation.

If you have further questions, let me know. Thanks!

MEMORANDUM



TO: Ed Wegner, Director of Public Works
FROM: Loreen Mills, Sr. Management Analyst
RE: Sidewalk Liability Review
DATE: October 2, 2000

As part of Council's policy discussion about right-of-way maintenance, it is important to consider the liability associated with responsibility for sidewalk maintenance. In reviewing current case law, I don't see anything that would require sidewalk liability being moved away from the property owner/manager. Before a policy decision is made in this matter, let me identify what exposures come with the decision.

In determining liability exposure and cost, one must first determine what sidewalks will be maintained. Ed Wegner has informed me that there are 85,000 lineal feet of sidewalks along collector streets and about another 45,000 lineal feet along the City's properties or rights-of-ways we need to maintain.

Based on 130,000 lineal feet of sidewalk in a proposed maintenance program, our current carrier, City Council Insurance Services (CCIS) will not charge additional premium. Higher premium costs could be charged in the future if the City were to see much litigation over the sidewalk maintenance program. CCIS has informed me that they are only aware of one jurisdiction that current does sidewalk maintenance, the City of Salem.

Concrete maintenance, managing vegetation around and over the sidewalk, proper drainage, and ice/snow removal as some areas of exposure in sidewalk maintenance programs. City of Salem is currently experiencing many liability claims from large, older trees along their sidewalks and finding the repair of a sidewalk without removing the tree difficult at best. Identifying the issues facing Tigard before starting a program would be necessary to reduce liability.

The usual type of risk in any maintenance program would be an increased exposure for workers comp claims if the City does the work in-house. Claims arising out of sidewalk ownership would be personal injury for trips and falls by pedestrians. Currently, Risk receives a few calls regarding sidewalk liability each month. The citizen is now referred to the adjacent property owner. If this were to change to a City program, Risk and Public Works staff would spend time in response.

In order to have discretionary immunity as a defense in trip and fall claims, I would recommend the following be addressed *before* accepting maintenance responsibilities for sidewalks:

- Inventory current condition of the sidewalks (this would include identifying hazards that may cause or result in accidents leading to injuries);
- Develop standards for preventive maintenance and emergency response for sidewalk repair;
- Provide for effective concrete repair (in-house or by contract);
- Establish the frequency and level of on-going inspection of sidewalks;
- Determine how and when the sidewalks will be brought up to meet ADA compliance standards (if they don't already); and
- Adopt a repair plan and budget authority to bring the sidewalks into compliance or up to standard prior to accepting the liability exposure.

In any maintenance program, the City may receive a claim of negligence if the following are not in place:

Inspection
Maintenance
Response
Documentation
Trained staff

I will attend the Council Work Session on 10/17/00 for this discussion.

c: Liz Newton

TIGARD MUNICIPAL CODE

ARTICLE III. NUISANCES AFFECTING PUBLIC SAFETY.

7.40.050 Noxious vegetation.

(a) The term "noxious vegetation" does not include vegetation that constitutes an agricultural crop, unless that vegetation is a health hazard, a fire hazard or a traffic hazard, and it is vegetation within the meaning of subsection (b) of this section.

(b) The term "noxious vegetation" includes:

- (1) Weeds more than ten inches high;
- (2) Grass more than ten inches high and not within the exception stated in subsection (a) of this section;
- (3) Poison oak, poison ivy, or similar vegetation;
- (4) Dead trees, dead bushes, stumps and any other thing likely to cause fire;
- (5) Blackberry bushes that extend into a public thoroughfare or across a property line;
- (6) Vegetation that is a health hazard;
- (7) Vegetation that is a health hazard because it impairs the view of a public thoroughfare or otherwise makes use of the thoroughfare hazardous.

(c) No owner or responsible party shall allow noxious vegetation to be on the property or in the right-of-way of a public thoroughfare abutting on the property. The owner or responsible party shall cut down or destroy grass, shrubbery, brush, bushes, weeds or other noxious vegetation as often as needed to prevent them from becoming unsightly or, in the case of weeds or other noxious vegetation, from maturing or from going to seed. (Ord. 86-20 §4(Exhibit C(5)(1)), 1986).

7.40.060 Trees.

(a) No owner or responsible party shall permit tree branches or bushes on the property to extend into a public street or public sidewalk in a manner which interferes with street or sidewalk traffic. It shall be the duty of an owner or responsible party to keep all tree branches or bushes on the premises which adjoin the public street or public sidewalk, including the adjoining parking strip, trimmed to a height of not less than eight feet above the sidewalk and not less than ten feet above the street.

(b) No owner or responsible party shall allow to stand any dead or decaying tree that is in danger of falling or otherwise constitutes a hazard to the public or to persons or property on or near the property. (Ord. 86-20 §4(Exhibit C(5)(2)(a) and (b)), 1986).

7.40.070 Streets and sidewalks.

The owner or responsible party shall keep a public street and/or sidewalk abutting their property free from earth, rock and other debris and other objects that may obstruct or render the street or sidewalk unsafe for its intended use. (Ord. 86-20 §4(Exhibit C(5)(2)(c)), 1986).

7.40.080 Vehicles not to drop material on streets.

The owner or operator of any vehicle engaged in the transportation of excavation or construction materials shall be responsible for keeping the public streets and sidewalks free from such materials, including but not limited to, earth, rock and other debris that may obstruct or render the street or sidewalk unsafe for its intended use. (Ord. 86-20 §4(Exhibit C(5)(2)(d)), 1986).

7.40.090 Greenway maintenance.

(a) The owner or responsible party shall be responsible for the maintenance of the property, subject to an easement to the city or to the public for greenway purposes. Except as otherwise

TIGARD MUNICIPAL CODE

Chapter 15.12. SIDEWALKS

15.12.010 Maintenance and repair of public sidewalks.

15.12.010 Maintenance and repair of public sidewalks.

It is the duty of all persons owning lots or land which have public sidewalks abutting the same, to maintain and keep in repair the sidewalks and not permit them to become or remain in a dangerous or unsafe condition. "Maintenance" includes, but is not limited to, the removal of snow and ice. Any owner of a lot or land who neglects to promptly comply with the provisions of this section is fully liable to any person injured by such negligence. The city shall be exempt from all liability, including but not limited to common-law liability, that it might otherwise incur to an injured party as a result of the city's negligent failure to maintain and repair public sidewalks. (Ord. 91-12 §1, 1991: Ord. 85-44 §3, 1985).■

Attachment 3

**RAMIS
CREW
CORRIGAN &
BACHRACH, LLP**

Practicing as
Hibbard Caldwell Schultz
Ramis & Crew
in Oregon City

ATTORNEYS AT LAW

1727 N.W. Hoyt Street
Portland, Oregon 97209

(503) 222-4402
Fax: (503) 243-2944

MEMORANDUM

TO: John Roy, City of Tigard

FROM: Gary Firestone, City Attorney's Office

DATE: September 4, 2001

RE: Sidewalk Responsibility and Liability

BACKGROUND

TMC 15.12.010 currently makes the adjoining property owner responsible and liable for all aspects of sidewalk maintenance and repair. The City has been considering assuming responsibility and liability for at least some aspects of sidewalk maintenance and repair.

ISSUES

Could the City develop a scheme in which the City assumes responsibility and liability for repairs but leaves the adjoining property owner responsible and liable for keeping the sidewalk free of debris, snow, ice, etc.?

ANSWER

The City can assume partial responsibility and liability. It is possible to have the City responsible for repairs for damage and have the adjoining property owner responsible for keeping the sidewalk clean and free of obstruction and debris. If the City assumes responsibility for maintenance, it must also assume liability for improper maintenance. However, even if the City does assume responsibility and liability for repair, it would be entitled to discretionary immunity if the City makes a discretionary policy choice adopting an inspection and repair program and follows that program.

ANALYSIS

At common law, the governmental entity that was responsible for the right of way was responsible

Memorandum re: Sidewalk Responsibility and Liability

September 4, 2001

Page 2

and liable for damages caused as a result of a failure to properly maintain a sidewalk within the right of way. See *McQuillan*, 19 *Municipal Corporations* (3d ed) Chapter 54. However, courts have accepted that local governments may change the common law rule by adopting code that imposes responsibility and liability on adjoining property owners. *McQuillan*, Section 54.08; *Noonan v. City of Portland*, 161 Or 213, 88 P2d 808 (1939).¹ Virtually all local jurisdictions in Oregon impose responsibility and liability on the adjoining property owners.

Because the transfer of responsibility and liability from the city to the adjoining property owners was solely the result of City ordinance, the City retains the power to reassume any or all of the responsibility and liability for sidewalks in the right of way. The City has three basic choices:

1. It can keep the existing system, in which the adjoining property owner is responsible for all maintenance and repair of the sidewalk and keeping the sidewalk free from obstruction, debris, snow, ice, etc.
2. The City can assume all responsibility and liability.
3. The City can assume some portion of the responsibility and liability. For example, it could assume responsibility and liability for repairs to damaged sidewalk without assuming responsibility or liability for keeping sidewalk free from obstruction, debris, ice, snow, etc.

In choosing between the options, the City needs to be aware of three things. First, the City cannot assume responsibility without assuming liability.² Attempts to avoid all liability have been defeated by the courts, who have held that such attempts violate Article I Section 10 of the Oregon constitution, which guarantees a remedy for injuries. *Mattson v. Astoria*, 39 Or 577, 65 P 1066 (1901).

¹There is some possibility that under the Tort Claims Act, a City cannot avoid liability by transferring liability to adjoining property owners. See *Pritchard v. City of Portland*, 98 Or App 226, 778 P2d 985 (1989) *aff'd on other grounds* 310 Or 235, 796 P2d 1184 (1990). If the Court of Appeals position in the *Pritchard* case is eventually upheld by the Supreme Court, if a City attempts to avoid liability by transferring responsibility and liability to adjoining landowners, both the City and the adjoining landowners would be liable. However, we believe that the better rule is that the City cannot transfer liability from itself without also transferring responsibility, but if the City transfers both responsibility and liability, the transfer is effective.

²Under the Tort Claims Act, the City is responsible for its torts. If the City has the duty to repair, any breach of that duty is a tort. The City cannot have the responsibility without the liability.

Memorandum re: Sidewalk Responsibility and Liability

September 4, 2001

Page 3

Second, the responsibility and liability provided for in TMC 15.12.010 assumes no active wrongdoing by any party. If a third party damages or places obstructions on the sidewalk, that party is at least partially responsible for the cost of repair and liable for any damages to others. Even if the City assumes responsibility and liability for repairs to damaged sidewalks, if the adjoining property owner causes the damage, the adjoining property owner should be responsible for the repairs and liable for damages to third parties.

Third, if the City makes an informed policy decision to adopt a program for sidewalk inspection and repair, it can avoid liability by following the policy. While the Tort Claims Act has waived immunity for torts by governments, governments retain immunity for discretionary decisions. ORS 30.265(3)(c). Adopting a program of sidewalk inspection and repair is a discretionary decision for which the City is immune under ORS 30.265(3)(c). *Ramsey v. City of Salem*, 76 Or App 29, 707 P2d 1295 (1985). To be entitled to immunity, the decision must be made by a policy maker with discretion. The City can consider its budget in adopting or amending its program. While the City may have liability for failing to follow its program, *Tuser v. City of Eugene*, 115 Or App 464, 466, 838 P2d 1104 (1992), it would be immune if it follows its program, even if that program does not avoid all possible harm.

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Excerpt
Tigard City Council Minutes
Agenda Item 3
July 17, 2001

3. REVIEW RIGHT-OF-WAY AND SIDEWALK MAINTENANCE

Public Works Director Ed Wegner introduced this agenda item. Property Manager John Roy reviewed the history of the right-of-way maintenance program noting that maintenance had been addressed through a complaint-driven process over the years. A copy of the Staff Report is on file with the City Recorder.

Mr. Wegner noted that there has been success with notifying property owners of their responsibilities with regard to maintenance of areas along the right of way. Recently, after notice was received, property owners resolved maintenance issues for rights of way along Hall Boulevard and Sattler Street. Mr. Wegner noted that staff was not opposed to providing maintenance along streets such as Durham Road and Sattler Street, but noted the need for consistency. He also said that, if the City maintains Durham Road right-of-way areas, this might trigger requests for maintenance for other streets.

The current staff proposal for a City right-of-way maintenance program covers areas that are adjacent to City properties or properties that are adjacent to steep slopes, ditches, and state and railroad rights of way. The Budget Committee did not approve the proposal for an enhanced right-of-way maintenance program. City Manager Bill Monahan advised that, if an enhanced program is approved by the Council, then the Council would need to determine how the program would be funded.

In response to an inquiry by Councilor Scheckla, Mr. Monahan noted that no agreement with Summerfield residents has been located regarding to maintenance responsibilities of rights of way.

Councilor Dirksen commented that the right-of-way maintenance situation should be reviewed, noting there is no long-term funding for an enhanced right-of-way program within the City. In the shorter term he noted the Council needed to focus on what was affordable.

Mr. Paul Owen, Summerfield Liaison, addressed the City Council. (A copy of Mr. Owen's letter dated July 17, 2001, is on file with the City Recorder.) Mr. Owen noted disappointment with the staff's recommendation, which dealt only with right-

of-way maintenance and not the liability concern with regard to the sidewalks. He noted the high use of the sidewalks because of the close proximity to the high school. Mr. Owen requested the City consider maintenance of right of way on fully improved collector streets.

There was discussion on the liability issue with regard to sidewalks. The liability responsibility rests with the landowner abutting the sidewalk.

Mr. Wegner referred to an earlier discussion with the City Council that included the proposal that if a sidewalk was brought up to standard, the City could accept the sidewalk and assume the liability and future repairs. This proposal was not pursued.

City Council discussion followed. Councilor Patton noted she was opposed to continuing the complaint-driven maintenance program used in the past, which was inconsistent, piecemeal, and inequitable. She also opposed maintaining Durham Road specifically citing the need for equitable treatment for other areas in similar circumstances. She said she would have liked to support a citywide enhanced right-of-way maintenance program, but the City does not have the money to do this now given other funding needs and scarce resources. She recommended staff continue an aggressive education campaign advising property owners of their responsibilities to maintain adjacent rights of way. At this time, she said the City should "go back to basics" and to be consistent, which will mean that those who have received maintenance before, will not continue to receive this service.

Councilor Scheckla noted that, in the past, exceptions have been made. He referred to SW North Dakota Street where traffic islands and diverters were constructed at the request of those who lived in that area.

Councilor Scheckla noted that he liked the compromise position suggested by Paul Owen, which was to have the City recognize that the sidewalks, curbs, and streets, were designed and built by the City of Tigard and the City would therefore be responsible for the maintenance, repair, and liability for said improvements. If the City agreed to the above, then Summerfield would agree to maintain the 15-foot planter strip as it is now without liability.

Councilor Dirksen noted that the maintenance of right of way is a luxury that the City could not afford at this time. He advised that he thinks the sidewalk issue is separate from the maintenance of the planting areas along the rights of way. He said he would be willing to consider the City taking over control of the sidewalks that meet City standards and to implement a citywide program for this. After discussion, it was clarified that the sidewalk maintenance Councilor Dirksen was referring to was for those sidewalks along major collectors only.

Mayor Griffith noted that he, too, would have liked to see the enhanced right-of-way maintenance program implemented, but also agreed with the other Councilors that this was more than the City could afford. He concurred that maintenance of the sidewalks along major collectors, once brought up to standards, has some merit. He suggested that he would like to continue to review options about how an enhanced maintenance program could be implemented.

There was discussion on a maintenance fee that might represent an alternative for funding and implementation of an enhanced right-of-way program.

Councilor Patton advised she still had some concerns with providing service for only certain areas.

Mayor Griffith summarized the majority of Council direction with regard to the sidewalk issue which would be for the staff to review the cost of accepting the maintenance of sidewalks (once brought up to City standards) for major collectors for non-commercial (residential areas). He clarified he did not expect staff to prepare a complete inventory of sidewalks indicating those that need to be brought up to standard, but requested a "ballpark" figure about what it would cost the City to maintain sidewalks once they are accepted by the City. City Manager Monahan noted that it had been determined that insurance (liability) costs would be negligible. Homeowners would maintain responsibility to keep sidewalks clear of debris, ice, and snow.

In response to a question from Summerfield resident Paul Hunt whether the City would consider providing maintenance on rights of way (plant areas), Mayor Griffith advised that this would be an item he would like to discuss with Mr. Hunt and Mr. Monahan at an upcoming meeting scheduled for the three of them. Mr. Monahan noted that the City provides contract service to help the City of Durham to maintain its parks, but this is one government entity providing assistance to another government entity. There are restrictions (Associated Oregon Industries) with regard to governments providing services to the private sector.

AGENDA ITEM # _____
FOR AGENDA OF 11/20/01

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE New City Web Site Progress Report

PREPARED BY: Paul de Bruyn DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

For Information Only. This will be a progress report on the new Web Site.

STAFF RECOMMENDATION

N/A

INFORMATION SUMMARY

Last year the City Council gave staff directions to hire a fulltime Web Administrator in Network Services, whose initial duties were to update our existing web site. Victor Soares will be introduced as our new Web Administrator and he will be demonstrating the initial steps he has taken towards this update process. This topic is a Progress Report to Council to insure we are producing the product the Council desires, and to obtain feedback from Council.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

N/A

ATTACHMENT LIST

N/A

FISCAL NOTES

N/A

AGENDA ITEM # _____
FOR AGENDA OF November 20, 2001

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Update on Bull Mountain Annexation Study

PREPARED BY: Barbara Shields DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Review the draft study and provide staff with any comments/suggestions.

STAFF RECOMMENDATION

N/A. Review only.

INFORMATION SUMMARY

At the March 20, 2001 City Council work session, Council directed staff to review the possibilities of annexing the Bull Mountain area. Following the Council directive, staff prepared a study, which would be used to evaluate a range of policy recommendations related to the Bull Mountain area. Staff will provide Council a draft copy of "The Bull Mountain Annexation Study" and a draft copy of "The Bull Mountain Annexation Frequently Asked Questions" that will be briefly discussed at the November 13, 2001 study session meeting. Council will have an opportunity to review the materials and provide staff with comments and questions at the November 20, 2001 work session meeting. Staff will then come back to the Council meeting on November 27, 2001 with a final report, which will include Council's comments and suggestions. This document will serve as the basis for the public outreach component in December 2001.

OTHER ALTERNATIVES CONSIDERED

Not applicable.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Growth and Growth Management Goal #2, Urban services are provided to all citizens within Tigard's urban growth boundary and recipients of services pay their share.

ATTACHMENT LIST

None.

FISCAL NOTES

N/A

AGENDA ITEM # _____
FOR AGENDA OF November 20, 2001

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Transportation System Plan

PREPARED BY: Julia Hajduk DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Discuss and provide comments on the Transportation System Plan (TSP) that has been prepared by DKS and Associates.

STAFF RECOMMENDATION

Review the TSP information, ask questions as needed and provide comment on the proposed plan and changes.

INFORMATION SUMMARY

The City of Tigard began the current Transportation System Plan update in 1999. With the help of a 12-member Task Force made up of the Planning Commission and 3 citizens, agencies, staff and the consulting firm DKS, a draft TSP was produced. The draft TSP takes into account existing traffic conditions in Tigard, community needs and goals and the anticipated future demands on the transportation system. The draft TSP was presented to the Citizen Involvement Team on November 3, 2000 and at a public meeting with the Planning Commission and TSP Task Force members on December 4, 2000. The Planning Commission held a public hearing on February 5, 2001 and voted to recommend approval of the TSP and proposed Comprehensive Plan changes. The Council was presented a copy of the Draft TSP at the meeting on October 17, 2000 and at a work session on March 20, 2001. At the March 20, 2001 work session, Council had several specific comments relating to Tri-met issues which have been reflected in the Final Draft TSP.

At the March 20, 2001 work session, staff indicated that they would be back in approximately 2 months for Council to take action on the TSP. Due to the Measure 7 challenges, the TSP adoption was postponed after consultation with the City Council and City Attorney. Since that time, some case law and interpretation has been made and an Ordinance has been developed, with input from the City Attorney, which helps better protect the City from Measure 7 claims.

Due to the amount of time that has transpired since the last work session with Council in March, 2001, there is a need for a final update session to:

- review the key elements of the TSP,
- review the changes made in response to the last Council meeting in March, 2001; and
- provide an overview of major impacts of the proposed TSP on future development.

Staff plans to return to the City Council on January 8, 2002 for the adoption hearing on the TSP. Staff is preparing a timeline for Development Code amendments to implement the transportation system plan and anticipates having a proposed amendment package in April, 2002.

OTHER ALTERNATIVES CONSIDERED

N/A

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Transportation and Traffic, Goal #2 – Improve traffic flow.

ATTACHMENT LIST

- Attachment:
1. Memo discussing major impacts of the proposed TSP and discussing issues raised at the March, 2001 Council meeting and
 2. Final Draft TSP
 3. Proposed Comprehensive Plan Changes
 4. Comment log with all comments and responses to date (including revisions after the Planning Commission hearing and City Council work session)

FISCAL NOTES

N/A

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11/1/01 11:17 AM



MEMORANDUM

CITY OF TIGARD

TO: City Council

FROM: Julia Hajduk, Associate Planner

DATE: November 5, 2001

SUBJECT: Transportation System Plan Update

At the March, 2001 City Council work session meeting, staff and the consultant team presented the draft TSP and asked Council for their questions and comments. The final draft TSP being presented at the November 20, 2001 work session meeting incorporates Council's concerns regarding transit issues. Specifically, the future transit service map was amended to include Bonita, Durham, McDonald, Gaarde and Barrows. The Existing and Future Transit Coverage maps were also amended to show that, while some areas have transit service, not all are at high service levels. In addition, text was added that clarifies the strategy to provide more local transit service.

The City Council also had questions regarding funding of the proposed TSP improvements. It should be noted that the TSP identifies potential funding sources but is not a funding document. Many improvements will be made as development occurs and the City will have to seek funding for additional improvements as they are needed.

There was also some discussion about Measure 7 and the risk of Measure 7 claims if the TSP were adopted. After the March, 2001 work session, it was decided to postpone major legislative changes until the impact of ballot Measure 7 could be further evaluated and defined in the courts. Staff has met with the City Attorney to develop an Ordinance which helps better protect the City from Measure 7 claims. While there is still some risk in moving forward, the risk of NOT moving forward with the adoption is more critical at this time, for several reasons. First and foremost, the Engineering department needs the TSP to be amended to move forward with the CIP planning process, second, as development occurs there is the potential that we are missing out on opportunities to acquire necessary right of way improvements that are justified by the development, and lastly, we risk being out of compliance with Metro and DLCD requirements.

Staff would also like to provide an overview of the major impacts of the proposed TSP so that Council is aware of these issues prior to making their final decision. The major impacts identified by staff are discussed below:

- Walnut/Ash Street Connection

This is potentially controversial because it will create a new collector in the downtown area and there is a perceived impact on the downtown integrity. In addition, this connection will require the crossing of wetlands and Fanno Creek. Analysis was done, however, which indicates that this connection is key to contributing to resolving capacity issues on 99W. The analysis shows that with this connection removed, portions of 99W and Main Street go to level of service "F" or worse.

- Scholls Ferry Road Widening

The TSP calls for Scholls Ferry Road to be widened to 7 lanes. There is concern that this will create a visual barrier between the City of Tigard and Beaverton as well as a physical barrier for pedestrians. This roadway, however, is identified in the Regional Transportation Plan as being a 7 lane facility in this area and is needed to accommodate the capacity. As development occurs, dedication of land will be acquired and, if justified by the impact of the development, improvements made.

- Hall Boulevard Widening

The TSP calls for Hall Boulevard to be widened to 4/5 lanes. This is consistent with the Washington Square Regional Center Plan. It should be noted, however, that residents in the Metzger area have been vocal about their opposition to this road being widened. All traffic modeling done, however, indicates that as capacity increases, Hall Boulevard will need to be widened to accommodate it. It should be understood that, in accordance with the recommendations of the Washington Square Regional Center Plan, widening of Hall should occur only if needed after other capacity improvements have been made. As development occurs, developers will be required to dedicate the land for the ultimate right of way (if justified).

- Changes from Local Street Designation to Neighborhood Route Designation

A new functional classification was added that is between a local street and a collector. The "Neighborhood Route" classification provides connectivity to collectors. They carry more traffic than a local streets but are not intended to serve citywide or large area traffic circulation. Because the traffic needs are greater, the TSP has identified that some traffic management measures may be needed to maintain the neighborhood character and livability. A list of these streets can be found on page 8-10 of the draft TSP. The change from local street to neighborhood route does not result in a larger right of way width requirement. It should be noted that this is a change from the current way we view streets in that the ADT does not in itself dictate the classification. Instead, and more accurately, we are identifying the traffic that streets are intended to handle. There are also many streets that are also being "down-graded" from a collector or minor collector to a neighborhood route.

Agenda Item No. 5
Meeting of November 20, 2001

Attachment 2

**TIGARD TRANSPORTATION SYSTEM
PLAN**
Draft Report

is not available electronically. A hard copy of this document is
available at the Tigard Public Library.

Contact the City Recorder's Office at 503-639-4171
for more information

8. TRANSPORTATION

This chapter addresses Statewide Planning Goal #12:

Transportation which requires local jurisdictions "to provide and encourage a safe, convenient and economic transportation system."

Transportation planning has been defined as "...the process by which transportation improvements or new facilities are systematically conceived, tested as to present and future adequacy, and programmed for future construction. Modern transportation planning emphasizes the total transportation system. It considers all modes of transport which are economically feasible to a state, region or urban area." (Goodman & Freund, Principals and Practices of Urban Planning, "Transportation Planning")

The transportation plan for Tigard reaches beyond the Tigard Planning Area and includes traffic and transportation impacts within other areas of the southwest subregion of the Portland Metropolitan Area. ~~The Metropolitan Service District (MSD) METRO~~ acts as the regional coordinator for transportation planning throughout the Portland Metropolitan Area. The other major service district impacting Tigard is Tri-Met which is charged with the responsibility for providing public transportation throughout the metropolitan area.

The Comprehensive Plan proposes a land use plan that encourages and facilitates balanced transportation development for the City. The plan recognizes that land use and transportation investments are interconnected and that relationship should be reinforced to produce an acceptable urban environment.

Detailed historical information concerning transportation in the Tigard Urban Planning Area is available in the "Comprehensive Plan Report: Transportation." Detailed current information is available in the 2001 Tigard Transportation System Plan.

The 2001 Tigard Transportation System Plan updates the comprehensive plan and policies. However, it does not fully replace all elements of the comprehensive plan adopted prior to the 2001 TSP. For this reason, a new Section has been added to the beginning of the Transportation Policies Section to encompass the system wide changes developed as part of the TSP process. Some of this information is repeated and expanded upon in other policy sections. Where a policy or implementation strategy specifically conflicts with the updated TSP, the specific policy or implementation strategy has been deleted.

8.1 TRANSPORTATION SYSTEM

Findings

- Much of the traffic within Tigard is through traffic with origins and destinations outside of Tigard. There are no reasonable alternate routes for the 99W corridor traffic.

- There are 22 intersections near or at capacity based on the 2001 Tigard Transportation System Plan.
- There is no continuous bicycle network in Tigard.
- There are significant gaps in the sidewalk system with few interconnected locations linking to schools, retail, parks and transit.
- Segments of Highway 217 and I-5 are over capacity and ORE 99W will continue to serve more through traffic in the future.
- Future traffic models indicate ORE 99W and half of the signalized traffic intersections fail within 20 years assuming no improvements are made.
- Travel time data on Highway 217 indicates that some of the slowest travel speed on the facility occurs in Tigard due to existing capacity issues and the need for interchange improvements.
- In the development of the transportation system plan, seven goals were identified which were used as the guidelines for the development of the policies and implementation strategies. The goals were: livability, balanced transportation system, safety, performance, accessibility, goods movement, and coordination.

POLICIES

8.1.1 PLAN, DESIGN AND CONSTRUCT TRANSPORTATION FACILITIES IN A MANNER WHICH ENHANCES THE LIVABILITY OF TIGARD BY:

- A. PROPER LOCATION AND DESIGN OF TRANSPORTATION FACILITIES.
- B. ENCOURAGING PEDESTRIAN ACCESSIBILITY BY PROVIDING SAFE, SECURE AND DESIRABLE PEDESTRIAN ROUTES.
- C. ADDRESSING ISSUES OF EXCESSIVE SPEEDING AND THROUGH TRAFFIC ON LOCAL RESIDENTIAL STREETS THROUGH A NEIGHBORHOOD TRAFFIC PROGRAM. THE PROGRAM SHOULD ADDRESS CORRECTIVE MEASURES FOR EXISTING PROBLEMS AND ASSURE THAT DEVELOPMENT INCORPORATES TRAFFIC CALMING.

8.1.2 PROVIDE A BALANCED TRANSPORTATION SYSTEM, INCORPORATING ALL MODES OF TRANSPORTATION (INCLUDING MOTOR VEHICLE, BICYCLE, PEDESTRIAN, TRANSIT AND OTHER MODES) BY:

- A. THE DEVELOPMENT OF AND IMPLEMENTATION OF PUBLIC STREET STANDARDS THAT RECOGNIZE THE MULTI-PURPOSE NATURE OF THE STREET RIGHT-OF-WAY FOR UTILITY, PEDESTRIAN, BICYCLE, TRANSIT, TRUCK AND AUTO USE.
- B. COORDINATION WITH TRI-MET, AND/OR ANY OTHER TRANSIT PROVIDERS SERVING TIGARD, TO IMPROVE TRANSIT SERVICE TO TIGARD. FIXED ROUTE TRANSIT WILL PRIMARILY USE ARTERIAL AND COLLECTOR STREETS IN TIGARD. DEVELOPMENT ADJACENT TO TRANSIT ROUTES WILL PROVIDE DIRECT PEDESTRIAN ACCESSIBILITY.
- C. CONSTRUCTION OF BICYCLE LANES ON ALL ARTERIALS AND COLLECTORS WITHIN TIGARD CONSISTENT WITH THE BICYCLE MASTER. ALL SCHOOLS, PARKS, PUBLIC FACILITIES AND RETAIL AREAS SHALL STRIVE TO HAVE DIRECT ACCESS TO A BIKEWAY.
- D. CONSTRUCTION OF SIDEWALKS ON ALL STREETS WITHIN TIGARD. ALL SCHOOLS, PARKS, PUBLIC FACILITIES AND RETAIL AREAS SHALL STRIVE TO HAVE DIRECT ACCESS TO A SIDEWALK.
- E. DEVELOPMENT OF BICYCLE AND PEDESTRIAN PLANS WHICH LINK TO RECREATIONAL TRAILS.
- F. DESIGN LOCAL STREETS TO ENCOURAGE A REDUCTION IN TRIP LENGTH BY PROVIDING CONNECTIVITY AND LIMITING OUT-OF-DIRECTION TRAVEL AND PROVIDE CONNECTIVITY TO ACTIVITY CENTERS AND DESTINATIONS WITH A PRIORITY FOR BICYCLE AND PEDESTRIAN CONNECTIONS.
- G. TIGARD WILL PARTICIPATE IN VEHICLE TRIP REDUCTION STRATEGIES DEVELOPED REGIONALLY TARGETED TO ACHIEVE NON-SINGLE OCCUPANT VEHICEL LEVELS OUTLINED IN TABLE 1.3 OF THE REGIONAL TRANSPORTATION PLAN.
- H. TIGARD WILL SUPPORT THE DEVELOPMENT OF A COMMUTER RAIL SYSTEM AS PART OF THE REGIONAL TRANSIT NETWORK.

8.1.3 STRIVE TO ACHIEVE A SAFE TRANSPORTATION SYSTEM BY THE DEVELOPMENT OF STREET STANDARDS, ACCESS MANAGEMENT POLICIES AND SPEED CONTROLS WHEN CONSTRUCTING STREETS, AND BY MAKING STREET MAINTENANCE A PRIORITY AND THROUGH A COMPREHENSIVE PROGRAM OF ENGINEERING, EDUCATION AND ENFORCEMENT.

- A. DESIGN OF STREETS SHOULD RELATE TO THEIR INTENDED USE.

- B. DESIGN SAFE AND SECURE PEDESTRAIN AND BIKEWAYS BETWEEN PARKS AND OTHER ACTIVITY CENTERS IN TIGARD.
- C. DESIGNATE SAFE AND SECURE ROUTES TO SCHOOLS FOR EACH SCHOOL. ANY NEW RESIDENTIAL PROJECT SHOULD IDENTIFY THE SAFE PATH TO SCHOOL FOR CHILDREN
- D. REFINE AND MAINTAIN ACCCESS MANAGEMENT STANDARDS FOR ARTERIAL AND COLLECTOR STREETS TO IMPROVE SAFETY IN TIGARD.
- E. ESTABLISH A CITY MONITORING SYSTEM THAT REGULARLY EVALUATES, PRIORITIZES AND MITIGATES HIGH ACCIDENT LOCATIONS WITHIN THE CITY.
- F. NEW ROADWAYS SHALL MEET APPROPRIATE LIGHTING STANDARDS. EXISTING ROADWAYS SHALL BE SYSTEMATICALLY RETROFITTED WITH ROADWAY LIGHTING.
- H. REQUIRE NEW DEVELOPMENT TO ~~PROVIDE SAFE ACCESS TO AND TO GAIN SAFE ACCESS FROM~~ ~~ABUT~~ A PUBLICALLY DEDICATED AND IMPROVED STREET (I.E. DEDICATE RIGHT-OF-WAY, IF NOT ALREADY ON A PUBLIC STREET, AND INSTALL IMPROVEMENTS IN ROUGH PROPORTIONALITY TO THE DEVELOPMENT'S IMPACT) AND PROVIDE SAFE ACCESS.

8.1.4 SET AND MAINTAIN TRANSPORTATION PERFORMANCE MEASURES THAT:

- A. SET A MINIMUM INTERSECTION LEVEL OF SERVICE STANDARD FOR THE CITY OF TIGARD AND REQUIRES ALL PUBLIC FACILITIES TO BE DESIGNED TO MEET THIS STANDARD.
- B. SET PARKING RATIOS TO PROVIDE ADEQUATE PARKING, WHILE PROVIDING AN INCENTIVE TO LIMIT THE USE OF THE SINGLE OCCUPANT VEHICLE.
- C. ENCOURAGE WORKING WITH OTHER TRANSPORTATION PROVIDERS IN WASHINGTON COUNTY, INCLUDING TRI-MET, METRO AND ODOT TO DEVELOP, OPERATE AND MAINTAIN INTELLIGENT TRANSPORTATION SYSTEMS, INCLUDING COORDINATION OF TRAFFIC

8.1.5 DEVELOP TRANSPORTATION FACILITIES WHICH ARE ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND MINIMIZE OUT OF DIRECTION TRAVEL BY:

A. THE DESIGN AND CONSTRUCTION OF TRANSPORTATION FACILITIES TO MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT.

B. THE DEVELOPMENT OF NEIGHBORHOOD AND LOCAL CONNECTIONS TO PROVIDE ADEQUATE CIRCULATION IN AND OUT OF THE NEIGHBORHOODS.

C. WORK WITH WASHINGTON COUNTY AND ODOT TO DEVELOP AN EFFICIENT ARTERIAL GRID SYSTEM THAT PROVIDES ACCESS WITHIN THE CITY, AND SERVES THROUGH CITY TRAFFIC.

8.1.6 PROVIDE FOR EFFICIENT MOVEMENT OF GOODS AND SERVICES THROUGH THE DESIGN OF ARTERIAL ROUTES, HIGHWAY ACCESS AND ADJACENT LAND USES IN WAYS THAT FACILITATE THE EFFICIENT MOVEMENT OF GOODS AND SERVICES AND THE SAFE ROUTING OF HAZARDOUS MATERIALS CONSISTENT WITH FEDERAL AND STATE GUIDELINES.

8.1.7 IMPLEMENT THE TRANSPORTATION SYSTEM PLAN (TSP) IN A COORDINATED MANNER BY COORDINATING AND COOPERATING WITH ADJACENT AGENCIES (INCLUDING WASHINGTON COUNTY, BEAVERTON, TUALATIN, LAKE OSWEGO, CITY OF PORTLAND, TRIMET, METRO AND ODOT) WHEN NECESSARY TO DEVELOP TRANSPORTATION PROJECTS WHICH BENEFIT THE REGION AS A WHOLE IN ADDITION TO THE CITY OF TIGARD.

IMPLEMENTATION STRATEGIES

1. Design streets and highways to respect the characteristics of the surrounding land uses, natural features, and other community amenities.
2. ~~The City will d~~Develop and maintain a pedestrian plan in Tigard, outlining pedestrian routes. ~~Sidewalk standards will be d~~Developed sidewalk standards to define various widths, as necessary, for City street types.
3. Develop and maintain a program of street design standards and criteria for neighborhood traffic management (NTM) for use in new development and existing neighborhoods. Measures to be developed may include (but are not limited to) narrower streets, speed humps, traffic circles, curb/sidewalk extensions, curving streets, diverters and/or other measures, as developed as part of a City NTM plan.
4. Develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Tigard.

5. The Regional Transportation Plan (RTP) and Tri-Met service plans will be the guiding documents for development of Tigard's transit plan. The City should provide input to Tri-Met regarding their specific needs as they annually review their system. This input should focus on improving service (coverage and frequency) to under-served areas. New transit service should be considered concurrent to street improvements when significant street extensions are completed. The City should encourage land intensive uses to locate near transitways and require high intensity uses (i.e. large employment, commercial sites) to provide transit facilities. When bus stops reach 75 boardings per day, bus shelters should be considered in development review. Sidewalks should be available within ¼ mile from all transit routes and transit should be provided to schools and parks.
6. Develop a bicycle plan which connects key activity centers (such as schools, parks, public facilities and retail areas) with adjacent access. Standards for bicycle facilities within Tigard will be developed and maintained. Where activity centers are on local streets, connections to bicycle lanes shall be designated.
7. Develop a pedestrian plan which connects key activity centers with adjacent access. Require sidewalks to be constructed on all streets within Tigard.
8. Standards for pedestrian facilities within Tigard will be developed and maintained.
9. The bicycle and pedestrian plans will need to indicate linkages between recreational and basic pedestrian networks. A primary facility in Tigard should link together Fanno Creek, Tualatin River and the BPA right-of-way in the west of Tigard. Design standards for recreational elements will need to be developed and maintained.
10. Revise the Code to require new streets built to provide connectivity to incorporate traffic management design elements, particularly those which inhibit speeding. As a planning standard, require local streets to have connections every 530 feet in planning local and neighborhood streets. The purpose of this policy is to provide accessibility within Tigard, with a focus on pedestrian connectivity. Pedestrian connectivity can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways where auto connectivity does not exist or is not feasible.
11. Support development of a commuter rail system connecting the south Metro area to the Beaverton/Hillsboro area, with stop(s) in Tigard.
12. A functional classification system shall be developed for Tigard which meets the City's needs and respects needs of other agencies (Washington County, Metro, ODOT). Appropriate design standards for these roadways will be developed by the appropriate jurisdiction.
13. Place a high priority on routine street maintenance to preserve its infrastructure investment and improve safety.
14. Undertake a process of defining school routes for pedestrians by working with the School District, citizens and developers.

15. Develop guidelines to provide access control standards and apply these standards to all new road construction and new development. For roadway reconstruction, existing driveways shall be compared with the standards and a reasonable attempt shall be made to comply (consolidating driveway accesses or relocating driveways to a lower classification street are examples).
16. Develop a process to review traffic accident information regularly to systematically identify, prioritize and remedy safety problems. Working with the County, develop a list of high collision sites and projects necessary to eliminate such problems. Require development applications to identify and mitigate for high collision locations if they generate 10% increase to existing traffic on an approach to a high collision intersection. Washington County's SPIS (Safety Priority Indexing System) could be used as a basis for determining high collision locations.
17. Include paths to schools, parks, and town center areas as priority roadway lighting locations.
18. Require development to provide right-of-way (if needed) and safe access as determined by application of the City's development code and standards for design. Require that the minimum City standards be met for half-street adjacent to developing property for a development to proceed (with consideration of rough proportionality). Apply this policy to both pedestrians and motor vehicles.
19. Monitor Metro and Washington County's current work to develop a level of service standard. Level of service ~~DE~~ (and demand-to-capacity ratio of 1.0 or less), Highway Capacity Manual, Chapters ~~9, 10 and 11~~ 15, 16, and 17 (or subsequent updated references) is recommended to balance provision of roadway capacity with level of service and funding. ODOT, Metro and Washington County performance standards should be considered on state or County facilities and for 2040 Concept Areas (as defined in Table 1.2 of the RTP). ~~Special districts may be designated where the citywide level of service standard is not feasible (i.e. ORE 99W).~~ The City will work to make the arterial & collector street systems operate effectively to discourage "cut-through" traffic on neighborhood and local streets.
20. Work toward the eventual connection of streets identified on the Transportation plan map as development occurs, as funds are available and opportunities arise.
21. As outlined in Title 6 of the Metro Urban Growth Management Functional Plan, develop access connection standards. The arterial street system should facilitate street and pedestrian connectivity.
22. Work with federal agencies, the Public Utility Commission, the Oregon Department of Energy and ODOT to assure consistent laws and regulations for the transport of hazardous materials.
23. Maintain plan and policy conformance to the Regional Transportation Plan and Transportation Planning Rule (OAR 660-012). Seek compatibility with all adjacent county and city jurisdiction plans.

8.1-2 TRAFFICWAYS

Findings

- A need exists to place all of the existing public local and collector streets in the Tigard City Limits under the City's jurisdiction.
- According to a Washington County computer study 48-60% of Tigard residents work outside of the Washington County area.
- Between 77-83% of Tigard residents commute to work by auto as single occupants.
- Major congestion problems within the City have resulted from the rapid population growth since 1970, creating a need for major street improvements.
- A corridor study for Pacific Highway (99W) has not been prepared by [MSDMetro](#). It is the only major trafficway within the region which has not been studied. Pacific Highway, the major trafficway through the City, has the highest traffic volumes, congestion and accident[s] rates within the City. There is a need to prepare a corridor study for Pacific Highway. The City, Metropolitan Service District and [the] State should coordinate such a study.
- Many of the streets in Tigard are dead-ended which adds to the congestion on existing completed streets. Therefore, a number of street connections need to be constructed.
- A major concern of the community regarding transportation is the need to maintain and improve the livability of residential areas in the face of increasing population and transportation requirements.
- The City needs to develop a strategy to coordinate public street improvements with private sector improvements to achieve the most effective use of the limited dollars available for road development and improvement.
- Major residential growth during the planning period is expected to occur in the westerly and southerly areas of Tigard. Both of these areas lack adequate improved trafficways.
- A need exists during the planning period to complete a collector street system between Scholls Ferry Road, Walnut Street, Gaarde Street, Bull Mountain Road and Pacific Highway. The location of these connections needs to be coordinated between the City, County, State and [the] Metropolitan Service District.
- A need exists to complete the collector street system within the Tigard Triangle area to make more of this area accessible to developers, employers and employees.

POLICIES

- 8.12.1 THE CITY SHALL PLAN FOR A SAFE AND EFFICIENT STREET AND ROADWAY SYSTEM THAT MEETS CURRENT NEEDS AND ANTICIPATED FUTURE GROWTH AND DEVELOPMENT.
- 8.12.2 THE CITY SHALL PROVIDE FOR EFFICIENT MANAGEMENT OF THE TRANSPORTATION PLANNING PROCESS WITHIN THE CITY AND THE METROPOLITAN AREA THROUGH COOPERATION WITH OTHER FEDERAL, STATE, REGIONAL AND LOCAL JURISDICTIONS.
- 8.12.3 THE CITY SHALL REQUIRE AS A PRECONDITION TO DEVELOPMENT APPROVAL THAT:
- a. DEVELOPMENT ADJACENT TO A PUBLICLY DEDICATED STREET OR HAVE ADEQUATE ACCESS APPROVED BY THE APPROPRIATE APPROVAL AUTHORITY;
 - b. STREET RIGHT-OF-WAY BE DEDICATED WHERE THE STREET IS SUBSTANDARD IN WIDTH;
 - c. THE DEVELOPER COMMIT TO THE CONSTRUCTION OF THE STREETS, CURBS AND SIDEWALKS TO CITY STANDARDS WITHIN THE DEVELOPMENT;
 - d. INDIVIDUAL DEVELOPERS PARTICIPATE IN THE IMPROVEMENT OF EXISTING STREETS, CURBS AND SIDEWALKS TO THE EXTENT OF THE DEVELOPMENT'S IMPACTS;
 - e. STREET IMPROVEMENTS BE MADE AND STREET SIGNS OR SIGNALS BE PROVIDED WHEN THE DEVELOPMENT IS FOUND TO CREATE OR INTENSIFY A TRAFFIC HAZARD;
 - f. TRANSIT STOPS, BUS TURNOUT LANES AND SHELTERS BE PROVIDED WHEN THE PROPOSED USE OF A TYPE WHICH GENERATES TRANSIT RIDERSHIP;
 - g. PARKING SPACES BE SET ASIDE AND MARKED FOR CARS OPERATED BY DISABLED PERSONS AND THAT THE SPACES BE LOCATED AS CLOSE AS POSSIBLE TO THE ENTRANCE DESIGNED FOR DISABLED PERSONS; AND
 - h. LAND BE DEDICATED TO IMPLEMENT THE BICYCLE/PEDESTRIAN CORRIDOR IN ACCORDANCE WITH THE ADOPTED PLAN.

~~8.1.4 WHEN THE ACTUAL ROUTES OF FUTURE TRANSPORTATION IMPROVEMENTS HAVE NOT BEEN DETERMINED, THE CITY SHALL DESIGNATE STUDY AREAS ON THE COMPREHENSIVE PLAN~~

~~TRANSPORTATION MAP AND PROVIDE GENERAL PROJECT DESCRIPTIONS TO:~~

- ~~a. IDENTIFY THE APPROXIMATE AREAS WITHIN WHICH THESE PROJECTS WILL OCCUR, AND;~~
- ~~b. TO EXPLAIN THE TYPE AND EXTENT OF THESE FUTURE IMPROVEMENTS.~~

~~8.1.5 WHEN REVIEWING DEVELOPMENT APPLICATIONS WITHIN COMPREHENSIVE TRANSPORTATION PLAN MAP STUDY AREAS, THE CITY SHALL WORK WITH APPLICANTS TO AVOID CONFLICT WITH THE LOCATION OF FUTURE TRANSPORTATION IMPROVEMENTS.~~

8.1.6 A CHANGE IN ROADWAY CLASSIFICATION, OR LOCATION SHALL REQUIRE AN AMENDMENT TO THE COMPREHENSIVE PLAN TRANSPORTATION MAP, ~~AND; WHEN THE LOCATION OF ALL OR A PORTION OF A ROADWAY WITHIN A TRANSPORTATION MAP STUDY AREA HAS BEEN DETERMINED,~~ THE MAP WILL BE AMENDED BY:

- a. DESIGNATING THE LOCATION OF THE ROADWAY.
- b. DESIGNATING ITS CLASSIFICATION, AND;
- ~~c. DELETING THE APPROPRIATE PORTION OF THE STUDY AREA INVOLVED.~~

8.1.7 THE CITY SHALL SUPPORT THE GOALS AND OBJECTIVES OF THE OREGON DEPARTMENT OF TRANSPORTATION TO IMPROVE TRAFFIC FLOW AND CAPACITY AT THE INTERCHANGE OF I-5 AND HIGHWAY 217/KRUSE WAY. HOWEVER, THE CITY RETAINS THE PREROGATIVE TO REVIEW, COMMENT AND CONCUR WITH THE ACTUAL ALIGNMENTS OF THE PROJECT.

8.1.8 THE CITY SHALL ADOPT THE FOLLOWING TRANSPORTATION IMPROVEMENT STRATEGY IN ORDER TO ACCOMMODATE PLANNED LAND USES IN THE TIGARD TRIANGLE:

- a. Highway 99W should be widened to 6 lanes throughout the study area (tool box). This improvement should be constructed in the short term. In the event that widening Highway 99 to six lanes is prohibitive due to physical constraints, the Dartmouth extension could potentially provide needed northeast-to-southwest travel demand.
- b. 72nd Avenue should be widened to four lanes with left turn lanes at major intersections and the Hunziker/Hampton overcrossing should be constructed. These two improvements will provide additional roadway capacity for circulation within the Triangle and for access to and from the triangle via 72nd Avenue. Construction of the Hunziker/Hampton overcrossing would have the

additional advantages of eliminating geometric deficiencies at the Highway 217/72nd Avenue interchange; thereby providing further additional capacity at this interchange. For the buildout scenario (2015), these improvements will provide adequate capacity in the vicinity of the Highway 217/72nd Avenue interchange.

- c. The Hampton/Hunziker connection is only justified based on its operational relief to the 72nd interchange. Further study should be conducted to examine alternative measures to relieve this situation in a more cost effective way. Further study may indicate that extending Hampton further southwesterly (to connect with Hall Boulevard in the vicinity of McDonald Street) may better accommodate projected travel demand. Short of constructing this structure, a direct ramp instead of a loop ramp from southbound 72nd Avenue to northbound Highway 217 would provide additional capacity in the vicinity of the Highway 217/72nd Avenue interchange.
- d. Access from Dartmouth to northbound Highway 217 is critical to Tigard Triangle traffic circulation, therefore, it should be studied as part of the Highway 217 corridor analysis to be performed by ODOT and Metro. Under existing conditions, there is significant roadway congestion near the Highway 99W/Highway 217 interchange. Construction of the Dartmouth Extension and access to northbound Highway 217 would mitigate congestion at this interchange because motorists in this area of the Tigard Triangle would have the option to access northbound Highway 217 from Dartmouth or Highway 99W.
- e. Analysis indicates that there is a long term (20-30 years) need for Dartmouth Road to continue over Highway 217 and potentially south to Hall Boulevard as well as for extending the collector-distributor roads from the Highway 217/72nd Avenue interchange through the Highway 217/Highway 99W interchange. The Highway 217 corridor analysis to be performed by Metro and ODOT should consider the advantages and disadvantages of these improvements. The Dartmouth extension to Hall Boulevard should be constructed only if further system improvements to Hall Boulevard are made concurrently. If additional capacity is not added to Hall Boulevard south of where the Dartmouth extension would be connected, the effectiveness of this connection would be diminished. Alternatively, another roadway could be constructed that provides a connection from the Dartmouth extension to Hall Boulevard in the vicinity of McDonald Street.
- f. Adopt the functional classification plan for streets internal to the Tigard Triangle as shown on Figure 1. The following policies apply to local streets within the Tigard Triangle:
 - 1. Local street spacing shall be a maximum of 660 feet.
 - 2. Access way spacing shall be a maximum of 330 feet.
 - 3. Spacing of signalized intersections on Major Arterials shall be a minimum of 600 feet.

4. Existing rights of way will, to the greatest extent possible, be utilized for a local street system. Right of way vacations will be considered only when all other policies in this subsection are met.
- g. The transportation projects described in this section should be added to the City of Tigard's Transportation System Plan. The City, ODOT and Metro should work to include these improvements in regional and state implementation programs.

(Rev. Ord. 91-13; Ord. 96-42)

IMPLEMENTATION STRATEGIES

1. The City shall develop, adopt and implement a master street plan that anticipates all needed trafficway improvements so as to plan for the necessary available resources to develop these streets when they are needed.
2. The City shall develop, maintain and implement a capital improvements program which:
 - a. Is consistent with the land use policies of the Comprehensive Plan;
 - b. Encourages a safe, convenient and economical transportation system;
 - c. Furthers the policies and implementation strategies of the City's Comprehensive Plan;
 - d. Considers a variety of transit modes within the rights-of-way;
 - e. Meets local needs for improved transportation services;
 - f. Pursues and establishes other funding sources from the federal, state, regional and/or local agencies; and
 - g. Designates the timing of such projects to ensure their installation when those facilities are needed.
3. The City shall specify street design standards within the Tigard Community Development Code.
4. The City shall maintain the carrying capacity of arterials and collectors by reducing curb cuts and other means of direct access, and requiring adequate right-of-way and setback lines as part of the development process. The Community Development Code shall state the access requirements for each street classification.
5. The City's Tigard Community Development Code shall require developers of land to dedicate necessary rights-of-way[s] and install necessary street improvements to the City's standards when such improvements have not been done prior to the developer's proposals. These necessary dedications may be required upon approval of any development proposal.

6. The City shall control and limit the number of access points and will signalize trafficways in a manner that provides for a consistent flow of traffic and therefore minimizes or reduces vehicular emissions.
7. The City shall include provisions in the Tigard Community Development Code which addresses the aesthetic quality of the transportation system to ensure community livability and to minimize the effects on abutting properties. This can be accomplished through:
 - a. Building setback requirements;
 - b. Requirements for landscaping and screening and through other site design criteria for visual enhancement;
 - c. Limiting residential land uses along major arterial trafficways; and
 - d. Sign controls.
8. The City shall coordinate their planning efforts with adjacent cities and other agencies e.g., Beaverton, Portland and Tualatin, Washington County, ~~the Metropolitan Service District~~METRO, Tri-Met and ODOT.
9. The City shall work out reciprocal agreements with other agencies for exchanging information pertinent to local transportation planning.

8.2-3 PUBLIC TRANSPORTATION

Findings

- Since the oil embargos of the 1970s, the cost of motor fuels has increased fourfold.
- The Tri-County Metropolitan Transportation District of Oregon (Tri-Met) is responsible for providing public transportation to the residents of Multnomah, Washington and Clackamas Counties.
- Presently, there are ~~four (4)~~Eleven (11) bus lines that service the Tigard area.
- Public transit offers the community an opportunity to reduce traffic and pollution as well as increase energy efficiency.
- Work trips and shopping trips are most conducive to mass transportation.
- The proposed downtown Tri-Met Tigard transfer center will increase service and lessen travel time for riders.

POLICIES

- 8.23.1 THE CITY SHALL COORDINATE WITH TRI-MET TO PROVIDE FOR A PUBLIC TRANSIT SYSTEM WITHIN THE PLANNING AREA WHICH:
- a. MEETS THE NEEDS OF BOTH THE CURRENT AND PROJECTED, FOR THE TIGARD COMMUNITY;
 - b. ADDRESSES THE SPECIAL NEEDS OF A TRANSIT DEPENDENT POPULATION;
 - c. REDUCES POLLUTION AND TRAFFIC; AND
 - d. REDUCES ENERGY CONSUMPTION.
- 8.23.2 THE CITY SHALL ENCOURAGE THE EXPANSION AND USE OF PUBLIC TRANSIT BY:
- a. LOCATING LAND INTENSIVE USES IN CLOSE PROXIMITY TO TRANSITWAYS;
 - b. INCORPORATING PROVISIONS INTO THE COMMUNITY DEVELOPMENT CODE WHICH REQUIRE DEVELOPMENT PROPOSALS TO PROVIDE TRANSIT FACILITIES; AND
 - c. SUPPORTING EFFORTS BY TRI-MET AND OTHER GROUPS TO PROVIDE FOR THE NEEDS OF THE TRANSPORTATION DISADVANTAGED.
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IMPLEMENTATION STRATEGIES

1. The City shall request Tri-Met to extend service to areas within the City that do not currently have service.
2. In the City's Community Development Code, the City shall require large developments to provide transit facilities e.g., pull-offs and shelters, if such developments are located adjacent to transit routes.
- ~~3. The City shall coordinate with Tri Met in the development of the proposed transfer center in downtown Tigard.~~
43. The City shall propose land use densities, within the Comprehensive Plan, along transit oriented corridors that support public transportation service.
54. The City shall work with Tri-Met and other transit providers to encourage transit service for the transit dependent population e.g., the poor and handicapped.

- 65. The City shall encourage its citizens to use mass transit systems, where possible, to make greater effectiveness of the transit system while reducing automobile usage.
- 76. The City shall coordinate with the transit providers to encourage carpooling and investigate if there is a local need for carpooling in the Tigard area.

8.3-4 TRANSPORTATION FOR THE DISADVANTAGED

Findings

- Tri-Met is responsible for providing handicapped transit accessibility including coordination of special transit services by social service agencies.
- Tri-Met conducts the detailed special handicapped transit planning necessary to identify required service improvements and adopt a plan for meeting federal requirements for handicapped accessibility.

POLICY

- 8.34.1 THE CITY SHALL COORDINATE WITH WASHINGTON COUNTY, TRI-MET AND OTHER REGIONAL AND STATE AGENCIES IN THE IDENTIFICATION AND ACCOMMODATION OF INDIVIDUALS WITH SPECIAL TRANSPORTATION NEEDS.
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IMPLEMENTATION STRATEGIES

1. The City shall require, through the implementation process, that parking spaces be set aside and marked for disabled persons [parking] and that such spaces be located in convenient locations.
2. The City shall continue to coordinate with [the] appropriate agencies in the identification and accommodation of those individuals with special transportation needs.

8.4-5 PEDESTRIAN AND BICYCLE PATHWAYS

Findings

- As the City of Tigard continues to grow, more people may rely on the bicycle and pedestrian pathways for utilitarian as well as for recreational purposes.
- In 1974, the City Council adopted a Comprehensive Pedestrian/Bicycle Pathway Plan.
- The City has required adjacent development to install that portion of the bicycle/pedestrian pathways shown on the adopted plan which abuts the development.

- The City has implemented portions of the adopted plan through the City's overlay program.
- The adopted Bicycle/Pedestrian Plan provides for a dual function pathway system; bicycles and pedestrians use the same system.

POLICY

8.45.1 THE CITY SHALL LOCATE BICYCLE/PEDESTRIAN CORRIDORS IN A MANNER WHICH PROVIDES FOR PEDESTRIAN AND BICYCLE USERS, SAFE AND CONVENIENT MOVEMENT IN ALL PARTS OF THE CITY, BY DEVELOPING THE PATHWAY SYSTEM SHOWN ON THE ADOPTED PEDESTRIAN/BIKEWAY PLAN.

IMPLEMENTATION STRATEGIES

1. The City shall review each development request adjacent to areas proposed for pedestrian/bike pathways to ensure that the adopted plan is properly implemented, and require the necessary easement or dedications for the pedestrian/bicycle pathways.
2. The City shall review and update the adopted Pedestrian/Bikeway Plan on a regular basis to ensure all developing areas have accessibility to the Pedestrian/Bikeway system.
3. The City shall coordinate with Washington County to connect the City's Pedestrian/Bike Pathway system to the County's system.
4. City codes shall include provisions which prohibit motor driven vehicles on designated and maintained pedestrian/bicycle pathways.

8.5-6 RAILROADS

Findings

- Tigard is serviced by Southern Pacific and Burlington Northern railroad lines which carry strictly freight through the City Limits.
- Within the downtown area each railroad company has its own trackage and the usage of those lines is based on the railroads' needs.
- There should only be one set of railroad tracks traversing the downtown area. The City is in the process of discussing this issue with both railroads.
- Many of the commercial and industrial businesses within Tigard rely on the railroads for the shipping and receiving of goods.
- The City is currently coordinating the upgrading of all the railroad crossings within Tigard with the railroads.

POLICY

- 8.56.1 THE CITY SHALL COOPERATE WITH THE RAILROADS IN FACILITATING RAIL FREIGHT SERVICE TO THOSE COMMERCIAL AND INDUSTRIAL BUSINESSES WITHIN THE CITY THAT DEPEND ON RAILROAD SERVICE.
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IMPLEMENTATING STRATEGIES

1. The City shall continue to coordinate with the Southern Pacific and Burlington Northern railroads to provide adequate railroad service.
2. The City shall designate adequate commercial and industrial land within close proximity to existing railroad service lines to ease railroad accessibility to those businesses that rely on the service.
3. The City shall coordinate with the railroads to combine the trackage within the downtown area.

Tigard Draft TSP Comment Log

Summary of Public & Agency Comments and Responses on Draft TSP

11/13/01

This version of the comment log represents comments received before, during and after the Planning Commission public hearing on February 5, 2001 and at the City Council worksession on March 20, 2001.

No.	Where/Who	Date	Comment	Response
1	CIT	11/3/00	ORE 99W seems doomed – what are the options to improving?	The TSP outlines several alternatives for improving traffic operation on ORE 99W. Pages 8-30 through 8-51 of the draft TSP describe the issues, alternatives and recommendations for ORE 99W. Seven recommendations are listed on Page 8-35.
2	CIT	11/3/00	How will the plan funding work – will it be incremental?	Transportation funding is a complex subject involving federal sources, regional allocations, state funds, countywide levies/TIF and local sources. The draft TSP clearly points out the deficiency of the current funding sources to sustain future demand. Steps will have to be taken incrementally to fund the highest priorities first (as outlined in Chapter 11 of the draft TSP) and work cooperatively with state, regional and local sources of funds. Increased funding at all levels will be necessary to meet the forecast needs at service levels defined in the draft TSP.
3	CIT	11/3/00	How many trucks are on Durham Road? Are they allowed?	Trucks are allowed on Durham Road. As part of the draft TSP a through truck map has been developed. Durham Road would allow trucks making deliveries but not through truck movement. Counts in 1994 and 1997 consistently showed about 1-2 percent trucks in the PM peak period and about 5 percent in the AM peak period.
4	CIT	11/3/00	Is there a project to correct the sharp curves on Bull Mountain Road?	This is not included in the TSP and there are no City plans to complete this project. Citizens may, however, bring this issue up when the City asks for CIP funding project suggestions.
5	CIT	11/3/00	What types of intersection improvements are being done and when?	Table 8-8 and Figure 8-20 shows the location of intersection improvements. This will be the starting list that will be prioritized as funding sources are developed. Most of these projects will be funded through regional, county and local funding sources over the next 20 years.
6	CIT	11/3/00	Are local streets planned west of 150 th , south	Yes, however, because most of this area remains undeveloped,

			of Bull Mountain Road?	specific street locations were not identified on the plan. The key strategy in this area identified in the draft TSP is for access management to preserve the operational integrity of key arterial (Beef Bend) and collectors (150 th) in the area. Any new development in this area will be required to provide streets with connectivity that meets the standards of the Tigard Development Code and addresses the policies of the Comprehensive Plan.
7	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	Three Planned CIP projects (page 8-42) widen the roads to 5 lanes with the exception of the Durham Road section between UBFR and 72 nd . If people traveling east on Durham Rd. wanted to go south to I-5 or the potential new development on the quarry site, I would think extending the 5 lanes on Durham would be beneficial. Also, having this section designated as a Collector (Figure 8-3) does not follow the definition listed in page 8-2; feels it goes beyond a citywide circulation function and is a Minor Arterial.	The future travel forecasts show the demand and need for five lanes between Durham Road and the I-5 Carman Drive interchange (which is why a major realignment is proposed to service demand in that area). There are three routes for traffic to spread out on going south from Durham – Durham itself, 72 nd and Upper Boones Ferry Road. The arterial route is to the regional freeway interchange (as determined in the capacity analysis and travel forecasts). Other arterials (72 nd and Upper Boones Ferry Road) service the interchange to the south. Durham east of Upper Boones Ferry Road only serves to collect traffic in the adjacent business park, which is why it is designated a collector.
8	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	Area from Carmen Drive to Bridgeport needs to be viewed as a special area since development of the quarry site is anticipated. Widening 72 nd to 5 lanes would provide some mitigation of this existing bottleneck.	The draft TSP outlines the need improvements in the next twenty years for this area in Tigard.
9	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	TSP is not consistent in how it shows 72 nd . Figure 8-11 has it listed for 2/3 lands between Bonita and Bridgeport. Figure 8-19 shows roadway widening to 5 lanes for most of 72 nd but stops just south of the Carmen Intersection.	Figure 8-11 will be edited to make it consistent with Figure 8-19 and Tables 8-7 and 8-8 (five lanes).
10	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	Questions assumptions that 72 nd would be serving “mostly local traffic”.	72 nd serves a wide range of traffic ranging from fronting industrial land access to district circulation to key citywide/subarea north-south capacity. In the future, 72 nd serves all three of these functions.
11	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	There are 2 conflicting options for the Durham Road/UBFR intersection. Can not comment without more detail.	See no. 9 above.
12	Roel Lundquist, City Administrator	11/7/00	Quarry site should be factored into the 72 nd , UBFR and Durham Road option analysis	The regional travel forecasts include housing and employment for the future (2020). The regional land use data does not specifically

	City of Durham Via letter			identify site developments, but incorporates increases in households and employment. The future forecast has several hundred employees and households in that area, increasing from the base existing conditions.
13	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	Signage at the 72 nd /UBFR intersection to indicate 72 nd would be the most direct route to the I-5/Bridgeport interchange may help the performance of the 72 nd /Durham Road intersection	The realignment of Durham Road in the draft TSP will address the route to I-5 issue. In the short term, coordination with Tigard and ODOT staff to modify signing in this area is possible through maintenance activities.
14	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	While option to realign the UBFR/Durham intersection so that Durham would be a continuous route to Carmen (figure 8-46) is interesting, it seems more feasible to proceed with the 5 lane improvements that are also listed as an option.	The impact to the business park in the area east of Upper Boones Ferry Road would be significant and with little capacity benefits. That is why the Durham/Carman realignment is recommended in this location.
15	Roel Lundquist, City Administrator City of Durham Via letter	11/7/00	Would like more information on the extension of Hall to Tualatin. If feasible, it would provide another north/south route that would alleviate some of the traffic pressures on UBFR.	The 2020 projections for this crossing are between 15,000 and 20,000 vehicles per day. It does provide significant circulation and capacity enhancement between Tigard and Tualatin, reducing the need to wide Upper Boones Ferry Road.
16	Alexander Craghead via letter	11/27/00	TSP seems to focus too much on widening roads to solve the capacity issue. Feels that Improvements to the freeway system would go a long way to solving Tigard's traffic problems	Freeway system improvements are a key element of the overall strategy to balance the future needs, capacity and service standards for Tigard. Pages 8-33 through 8-35 of the draft TSP specifically mention the need for the freeway improvements. However, freeway improvements by themselves will not alleviate the need for other motor vehicle improvements in Tigard. The draft TSP outlines the balance between all the modes of transportation improvements that would be necessary to meet Tigard's future needs.
17	Alexander Craghead via letter	11/27/00	Heavy emphasis on capacity erodes effectiveness in safety and flow improvements. Questions the safety of the Hall/Commercial and O'Mara/Hall intersections due to heavy foot traffic and the fact that darkness factor during evening rush hour. TSP does not address this. Concern that capacity improvements far outweigh connectivity and transit improvements in the TSP	Improvements to Hall Boulevard at these locations are part of the improvements identified in the draft TSP. The reason capacity improvements outweigh the other modes is the cost to implement these improvements. This is balanced by the motor vehicle system's function that services over 90 percent of the trip making in Tigard. Improvements to each mode of transportation are outlined and summarized in Chapters 1 and 11 of the draft TSP.
18	Alexander Craghead via letter	11/27/00	Wider roads lead to greater community divisiveness between the citizens of the City.	Congestion and travel delay also result in lower quality of life. The draft TSP balances the future needs and improvements by

				setting a service standard that minimally meets the needs for mobility at peak times with the desire to minimize improvement costs and impacts.
19	Alexander Craghead via letter	11/27/00	Concern that the projects listed are very costly and the alternative of list reduction seems to have been rejected as “not in the public interest” Does not like the additional “schemes” outlined to aid in funding the projects. Does not feel that these are in the best interest of the City.	Funding will be addressed through initiatives and actions following adoption of the TSP. The alternatives presented in the TSP outline the extent and nature of potential efforts to meet future needs.
20	Alexander Craghead via letter	11/27/00	<p>Proposal:</p> <ul style="list-style-type: none"> • Reduce most five land widening projects to three lanes, with bike paths and sidewalks. Exceptions would be made in the case of the 72nd Avenue related widenings and the Dartmouth Avenue widening, making 72nd the primary surface through route from Portland to Tualatin. • Reduce most 3 lane projects to 2 lanes, plus bike paths and sidewalks on at least one side • Eliminate the 7 lane widening projects for 99W and Scholl’s Ferry • Keep planned improvements to I-5 and to 217 • Fund phases II and III of the I-5/217 interchange project • Utilize freed up funding for a greater scope of intersection realignments, redesigns, and signalizations to improve timing, safety and flow • Prioritize connectivity projects over capacity projects. • Eliminate controversial projects and projects that will be difficult to implement, such as the Walnut extension to Ash and the Wall Street extension to Hall 	Comment noted. However, all the motor vehicle capacity and circulation needs of the future cannot be met by simply widening the freeway system. The improvements noted in the draft TSP will be implemented incrementally, resulting in improvements being made at intersection first (due to costs) with more complex projects being undertaken later. Numerous intersection improvements are outlined in the draft TSP (Table 8-8). All the improvements collectively act to address future needs in Tigard. Removing elements of this improvement strategy will result in impact to other streets (congestion) and other improvements being necessary that may not be as operationally or cost effective.

			<ul style="list-style-type: none"> Higher prioritization of Commuter Rail More serious consideration to a full scale intra-city transit system to better serve internal transportation needs. 	
21	Public meeting	12/4/00	If you make a street easier to get to and drive on, won't more people want to drive on it?	The objectives outlined in the goals and policies of the TSP develop a balanced approach to modes, connectivity and capacity. Addressing these together as a system results in greater use of all mode and more options. In many cases the additional connectivity outlined in the draft TSP is aimed at the opposite result – balancing demand on several routes to reduce the impact to any one street.
22	Public meeting	12/4/00	Did the City work with Beaverton regarding extending Murray Blvd?	This improvement is in both City's TSPs. There are many environmental issues to work out and it may take several years to address the specific environmental and funding details.
23	Public meeting	12/4/00	Are you certain Western By-pass won't work? We thought that about 217 and look at it now.	It would allow more direct traffic but would not eliminate local traffic issues in Tigard. The approach being taken is more toward management of existing system instead of building more freeways given the existing understanding of growth in the next 20 years. Significant changes to the urban growth boundary could change this understanding, but it is speculative at this time to guess where those changes may occur in the next 20 to 50 years.
24	Tom Coffee, Assistant City Manager City of Lake Oswego Via letter	12/4/00	Given the general level of congestion, function and types of land uses between Hall Blvd and Bangy Road, both Tigard and Lake Oswego may want to consider future designation of this corridor as a Minor Arterial.	Bonita Road is the key linkage in this area. It serves as a collector route between Tigard and Lake Oswego. This designation is consistent with the Metro RTP. Because Bonita does not serve a regional function in terms of what it connects, it does not meet the criteria of an arterial designation.
25	Tom Coffee, Assistant City Manager City of Lake Oswego Via letter	12/4/00	Carmen drive has a different classification in Lake Oswego (Major Collector) than in Tigard (Arterial Truck Route)	The difference stems from the uses, function and connectivity of Carman and Durham in Tigard. The connectivity to the regional highway system and 72 nd Avenue defines the function of Carmen to Durham in Tigard. This designation is consistent with Metro RTP designations.
26	Tom Coffee, Assistant City Manager City of Lake Oswego Via letter	12/4/00	Concern that the proposed intersection improvements at Carmen and I-5 will impact the intersection of Roosevelt and Carmen Drive due to ODOT's new ORS for access spacing.	Roosevelt is in the City of Lake Oswego and does not meet the ODOT prescribed access spacing standard in an interchange area (1,320 feet). In Tigard, Sequoia Parkway would fall into this same condition. As pre-existing access points, these intersections will remain. Over time, should major redevelopment occur, ODOT may desire to coordinate with the cities to improve the access spacing in this area should condition provide the opportunity.
27	Brian Rager, City of	11/29/00	Figure 8-3:	The new street configuration has been reflected in the updated

	Tigard Development Review Engineer		revise the configuration of 132 nd at Walnut. This should not be a neighborhood route. SW 132 nd was realigned and renamed to be a part of SW Greenfield drive, and now intersects with SW Gaarde. SW Greenfield should be the neighborhood route.	mapping of Figure 8-3 for this street. The amended figure 8-3 is attached
28	Brian Rager, City of Tigard Development Review Engineer	11/29/00	The proposed connection between SW Gaarde and the southerly portion of SW Greenfield looks unrealistic due to the large drainage ravine.	Existing stub streets and right-of-way exist for this connection. It is not likely that this connection will be given priority over several other significant improvements needed in Tigard. This condition will be presented specifically to the Planning Commission for their recommendation.
29	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Given the topography, SW 133 rd , north of Beef Bend is really not realistic. This should be looked at again	Existing right-of-way exists for this roadway. Depending upon site development of adjacent lands, a roadway could be built in this locations (as part of development access needs) but it is likely to be built with road standards sensitive to its hillside setting.
30	Brian Rager, City of Tigard Development Review Engineer	11/29/00	The Woodhue, 141 st avenue and the Peachtree avenue connections are now finished	Figure 8-3 has been revised to reflect the finished street locations. The amended figure 8-3 is attached
31	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Why are they not showing the SW Atlanta connection over to Dartmouth? If this is going away, the Tigard Triangle Plan will need to be revised as well.	The Tigard Triangle plan is not being amended. All TSP maps will be amended to reflect Atlanta as shown on the Triangle Plan. This connection was shown in the TSP local connector maps, but will in be included in the functional classification maps (consistent with the Triangle study).
32	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Royalty Parkway, east of 99W should be part of a neighborhood route.	The amended Figure 8-3 (attached) reflects the finished street locations, with Royalty Parkway as a neighborhood route.
33	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Page 8-13, Table 8-2: Turn lanes should be a minimum of 12 feet wide on collectors and arterials.	The table will be changed to show that the minimum turn lane width is 12 feet with a foot note that will state: "In constrained conditions on collectors, neighborhood and local routes, a minimum width of 10 feet may be considered (except on bus routes)"
34	Brian Rager, City of Tigard Development Review Engineer	11/29/00	I think 6 feet is too narrow for parking lanes. The City has been going with 8 feet for some time now.	Parking lanes should be planned for 8 feet. The 6 foot designation was listed only for the 32 foot street where the removal of two 8 foot parking lane areas leaves less than 20 feet for traveled way. Current City standards call for 32 feet of right of way with 8 foot travel lanes, therefore staff agrees that it would be misleading to state the parking lane width is 6 feet when in all reality, 8 feet would still be required. A footnote is suggested under Table 8-2 on page 8-13 which states "For 32 foot wide streets, the City

				recognizes that in some instances, there will not be 20 feet of unobstructed pavement”.
35	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Medians should be defined in the table. Are they simply left turn lanes? Figure 8-5 and others seem to imply this.	The intent is for medians and/or center turn lanes. This will be clarified in the final TSP document by changing “Medians” to “Medians or center turn lane”
36	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Figure 8-8: The diagrams should be changed to show the TYPICAL section to have a curb-tight sidewalk, with trees planted behind the sidewalk. The reason for this is because the overwhelming majority of Tigard local streets are already built to this configuration. I think we are too late to begin shifting to a planter strip configuration. Also, the “trees behind” configuration allow us to be more flexible on the ROW width. For instance, we have allowed the street trees to be placed within a “landscape easement” outside of the ROW. So you could have a 32’ wide street, with sidewalks on both sides and only have a 42’ wide ROW (perhaps)	The TSP task force committee specifically wanted to have setback sidewalks, therefore this is a decision that must be made by the Planning Commission and City Council. The direction of the Task Force was to include a landscape strip, except in cases where physical, environmental or topographic feature required a design deviation to curb tight conditions. This issue was discussed in more detail at the 2-5-01 Planning Commission meeting. The Planning Commission who were part of the task force indicated that the concern was for aesthetics and they were concerned that if they did not require setback sidewalks, they would not get them. After discussing this in more detail, the Planning Commission indicated that they were in support of changing the requirement to curb tight with people having the option to go with setback sidewalks. This will be changed in the final TSP document. The amended figure 8-8 is attached.
37	Brian Rager, City of Tigard Development Review Engineer	11/29/00	The 1-foot wide gap between the sidewalk and the ROW line is outside of what we do now and would throw in another confusing element. Besides, if we do away with the planter strip scenario, this becomes moot. But even if the City decides to go with a planter strip, there is no need for the 1-foot gap.	The intent of the 1 foot gap was to have a construction/utility easement in the event road work needed to be done and to provide flexibility for utilities. Based on conversations with engineering staff, a 1 foot wide easement would not provide enough space in the even that construction was needed and would add an additional level of confusion. With this in mind, the 1 foot wide gap will be removed from the cross section schemes.
38	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Even if the City decided that they want to shift to a planter strip scenario, a 3 ½ to 4’ wide planter strip is adequate as confirmed by the City’s Urban Forester. We should try to avoid taking any larger than a 50 foot ROW	A 50 foot right-of-way for a 32 foot curb to curb street could include a five foot sidewalk and 4 foot landscape strips. The additional four feet shown in the draft TSP was for an additional one foot utility/construction easement area and a one foot larger landscape strip (the 4 foot strip would leave only 3.5 feet subtracting out the 6 inch curb).
39	Brian Rager, City of Tigard Development Review Engineer	11/29/00	The “criteria” table says that landscape strips are required. This seems to conflict with table 8-2, where we are saying they are not required for neighborhood streets. Therefore, why would we want them on locals, but not on neighborhood streets? My vote is to stay	Table 8-2 will be edited to indicate that landscape strips are required for neighborhood streets as noted in Figure 8-9.

			away from them on both locals and neighborhood streets.	
40	Brian Rager, City of Tigard Development Review Engineer	11/29/00	People complain about planter strips in a neighborhood because they step out of their car and sink up to their ankles in soggy grass. The strip makes more sense on higher order streets, like collectors and arterials, where the speeds are higher and pedestrian traffic is higher.	See response to comment #36 above.
41	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Under the criteria table, the On-street parking should be set at a constant value. Avoid ranges at all costs! It only adds to Staff's grief when we have to "haggle" with developers. 6 feet is too narrow. Not many people hug the curb with their cars when they park, and a driver passing by a parked car is not going to hug close to the parked car.	See response to comment # 34 above. The criteria table of Figure 8-8 will be amended to state that the on-street parking dimension is 8 feet. The amended figure 8-8 is attached.
42	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Regarding the notes: What does Note #1 mean? We do NOT allow mountable curbs and do not wish to go there. If there is talking about a center median, a.) we don't have them on locals, except for very rare circumstances and b.) even if we did, 19 feet is excessive. 15 feet has been acceptable to TVFR. We need some clarity here.	Staff will contact TVF&R to determine if 15 feet between the median and the curb is in fact acceptable. Assuming they still are asking for mountable curb, the Planning Commission and City Council must make the decision (like the parking lane issue in comment #34) of whether to be consistent with current City policy and not require mountable curbs or to follow TVF&R recommendations and require them. Staff had not been able to contact TVF&R at the time the staff report and attachments were due, however, we will provide information at the public hearing on this matter. If TVFR is agreeable, the mountable curb note will be removed.
43	Brian Rager, City of Tigard Development Review Engineer	11/29/00	The last sentence in Note #2 is wrong because the drawings show only one option for the sidewalk and planter strip. This note should be altered accordingly.	The last sentence of note #2 will be deleted since there are not 2 options given for sidewalks in the cross sections provided.
44	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Note #3 is wrong (or at least inconsistent with what we do) because when we have a curb tight sidewalk, we require 5 full feet for the sidewalk IN ADDITION to the curb. Therefore, you actually have 5.5 feet of "concrete", including the curb.	This note will be modified to reflect the curb width is additional.
45	Brian Rager, City of	11/29/00	Figure 8-9: Note #6 is not accurate because	Based on the discussion in comment #37, this note will be deleted.

	Tigard Development Review Engineer		we do NOT typically have a 1' gap, even if we have a sidewalk separated from the curb. This is not needed.	
46	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Figure 8-10: Arterial Collector I suggest the title be changed to say "Collector and Arterial Sample Street.....", for clarity. Someone may ask what an "arterial collector" is.	This will be changed in the final TSP document.
47	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Page 8-20: In second paragraph the reference should be City of Tigard "Public Improvement Design Standards".	The final TSP will refer to the City of Tigard "Public Improvement Design Standards" instead of the "Standard Specifications for Public Works construction" that is referred to in the draft.
48	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Figure 8-16: Add connection for Walnut Lane (north of Fern)	The map will be revised to reflect existing streets constructed and to show a connection in the area of Walnut Lane, north of Fern.
49	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Revise map to reflect what is now built in Quail Hollow East and West. The Peachtree connection down at Beef Bend Road is now completed.	The map will be revised to reflect existing streets that have been constructed.
50	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Page 8-55, 56: Access Management I am glad to see this section in here. I support the City adopting access management standards. What we have now is very weak. However, we may want to look at the County and ODOT standards to make sure we are not setting our Staff up for multiple variance requests. I say this because I OFTEN see projects not meeting WACO or ODOT spacing standards, only to see the applicants drag through a variance process. Often the developers are eventually granted the access, but it takes a lot of time. There should be very clear criteria for being granted a variance to the spacing standard, to assist Staff in reviewing the requests.	Staff will have to come back at a later date to propose revisions to the development code to reflect the standards being developed in the TSP and Comprehensive Plan. At that time, additional attention can be given to the specific standards and whether exceptions are appropriate to be written into the code or if variances are the action needed. The ODOT Highway Plan spacing standards will apply to ORE 99W (530 - 740 feet), Hall Boulevard (400 - 475 feet) and streets/driveways within 1,320 feet of ORE 217 or I-5 interchanges. For Washington County roads access spacing standards would be 1,000 feet for major arterials, 600 feet for minor arterials and 150 feet for major collectors. The spacing standards outlined in the TSP would apply for City streets 1,000 feet maximum/600 feet minimum for arterials and 400 feet maximum/200 feet minimum for collectors. The maximum and minimum standards balance safety needs and connectivity needs. Additionally, two other standards are recommended. First, a restriction of direct access of new single family units on arterials and collectors (this would include an exception process that

				addresses safety and neighborhood traffic management needs). Second, an access report with new land development that requires applicants to verify design of their driveways and streets are safe meeting adequate stacking needs, sight distance and deceleration standards as set by ODOT, Washington County, the City and AASHTO (utilizing future traffic volumes from this TSP as a future base for evaluation).
51	Brian Rager, City of Tigard Development Review Engineer	11/29/00	We should also add a criteria for spacing of a driveway from the intersection of collectors or arterials. Right now, TMC 15.04.080.c allows a driveway to be as close as 30 feet from intersecting ROW lines of any street. I have had heartburn about this one for a while, and now may be an opportunity to correct this. I know in Tualatin, they have a standard that says a driveway shall be at least 150 feet back from the intersection of collectors or arterials. In a case where a project has less than 150 feet of frontage, they would look at potential shared access, or if that were not practical, make the developer put his driveway as far from the intersection as the frontage would allow (5 feet from the property line).	See response to comment #50. Sites with limited frontage may be required to share access or place access on lower level (local) streets to reduce impacts to public safety. This issue should be incorporated in the Public Improvement Design Standards with the revisions recommended by this TSP for access management as well as the Development Code.
52	Brian Rager, City of Tigard Development Review Engineer	11/29/00	Figure 9-1 (also Figure 3-18): Major Pipeline Routes <ul style="list-style-type: none"> They need to add the line that runs north/south along the BPA ROW just east of SW 150th Avenue (see markup of figure). 	The figures that refer to existing pipeline locations will be revised to reflect this pipeline in the final TSP document. The ammended figure 3-18 showing this pipeline is attached.
53	Dick Bewersdorff, City of Tigard Current Planning Manager		What would be the impact of going to Level E in service and cost?	At several locations this has been done already with this TSP. It reflects congestion similar to ORE 99W near Greenburg and Hall. Allowing greater congestion would add to delays and reduced travel times (5 to 10 minutes in Tigard). Allowing less congestion will impose substantial impacts (cost, property, environmental) that could multiply the costs in the draft TSP by double or triple. The proposed TSP seeks a balance between the benefits of the level of transportation service with costs and impacts.

54	Dick Bewersdorff, City of Tigard Current Planning Manager		Existing conditions map says rainy day simulation (misprint?)	This is a typo and will be edited with the final TSP.
55	Dick Bewersdorff, City of Tigard Current Planning Manager		Assume maps with legends like where does traffic on Oregon 99W go will be colored otherwise they are useless.	A differential pattern will be utilized in the revision of the draft TSP to final.
56	Dick Bewersdorff, City of Tigard Current Planning Manager		Tigard Transportation System Plan shows an off street path from Nimbus to Oak to Hall. Is this in Washington Square Plan? And is it on the improvement list? Also shown on Figure 5-1.	This linkage was shown on draft trail maps in the area. Tualatin Hills Parks and Recreation District (THPRD) has updated their trail map and those off-street routes will be reflected in the final edits to Figure 5-1. The specific off-street trail referenced is not in the current THPRD master plan.
57	Dick Bewersdorff, City of Tigard Current Planning Manager		Proposed functional classification system has local streets on it inconsistently. Where is Atlanta Street connection and the O'Mara-Hunziker connection?	The summary map in Chapter 1 of the draft TSP will be edited to be consistent with the updated Figure 8-3 in Chapter 8 of the TSP.
58	Dick Bewersdorff, City of Tigard Current Planning Manager		It would be extremely helpful to label and identify types of streets on the arterial/collector cross section.	Figure 8-10 will be amended to indicate 2 lane, 3 lane, 5 lane and 7 lane street cross sections. The lane width for specific collectors and arterials is determined by Figure 8-11 of the TSP.
59	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 8-11 adds cross over at Hunziker to Hampton and Walnut connection to Hunziker?	All maps will show these connections (Chapter 1 graphics, Figure 8-3 and Figure 8-11).
60	Dick Bewersdorff, City of Tigard Current Planning Manager		On 8-19 in front, the location of the O'Mara-Hunziker is different from that in 8-19 in back.	This is correct. The Chapter 1 summary portion will be amended to be consistent with the Chapter 8 text portion.
61	Dick Bewersdorff, City of Tigard Current Planning Manager		8-19 does not show Nimbus connection to Greenburg. It is on 8-3. This brings up the question, which map do planners use to determine where to build new streets?	Figure 8-19 lists improvements anticipated to be completed within 20 years. This figure should be amended to show the Nimbus/Greenburg connections because it is anticipated within the 20 year timeframe as part of the Washington Square Plan. In addition, the Figure title will be amended to read "20 year street improvement plan"
62	Dick Bewersdorff, City of Tigard Current Planning Manager		Comments heard. Write a letter to Laurie Nicholson – should be changed.	This section is a summary of the plan and process. The final TSP document will be revised to delete the last 2 pages of Chapter 1.
63	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 2, Goal 1: Says will develop sidewalk standards to define various widths. Development Code or Engineering Standards?	The sidewalk standards will have to be developed and incorporated into both the Engineering standards and the Development Code. This will be completed in the future.

64	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 2, Goal 2: Says fixed route transit will use arterial and collectors, will we have to ticket buses if they travel on a local street?	No. This policy establishes a frame for planning transit cooperatively between the City and Tri-met. The objective is for transit services to utilize arterials and collectors whenever possible. To clarify this further, the second line of Goal 2, policy shall be amended to read “Fixed route transit will primarily use arterial and collector streets in Tigard.”
65	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 3: Bicycle lanes must be constructed on all arterials and collectors. Who pays – rough proportionality? Isn’t this an issue of over-sizing for community use?	This is the same as any other requirement on arterials and collectors. It is a City requirement, we require what we can justify and the City will have to look at making up differences if there is one. It is important to note that facilities are not oversized, they are sized appropriately to address the future modal needs. Chapter 11 discusses funding options.
66	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 4: Says sidewalks shall be constructed on all streets with construction or re-construction projects. Will we be in violation of plan for single-family’s built by partition?	The Development Code already requires sidewalks to be constructed adjacent to development. In instances where street or sidewalk improvements can not be justified, the improvements would not be required. In addition, the Development Code will have to be amended to fully implement the Comprehensive Plan changes and TSP. At that time, exceptions for flexibility may be added to unique circumstances such as partitions.
67	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 5, Goal 2: Guidelines for access control. What are they and who will do?	These will have to be developed by Engineering and incorporated into the Engineering standards and specifications and the Development Code. Access management limits the number of access points (driveways) to preserve the functional integrity and safety of a roadway. Allowing frequent access points can impact the capacity, safety and function of a roadway (eg. ORE 99W).
68	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 6: Required to identify and mitigate high collision location if generate 10% increase in traffic. Put in code, but what about rough proportionality and then is it denial if not roughly proportional?	Development applications are required to do traffic studies and mitigate their impact. In this case, improvements would be proportional because the development would be creating a 10% or more increase to traffic safety problems.
69	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 8: Reword.	
70	Dick Bewersdorff, City of Tigard Current Planning Manager		Policy 1, Goal 4: What is meant by “special districts” and how would they work?	Special Transportation Areas (STA) are allowed by ODOT in the Highway Plan to apply unique service standards to downtown/district areas. While the TSP does not define any STA’s in Tigard, these areas could be developed in the future should it be deemed in the interest of the City.
71	Dick Bewersdorff,		Page 3-14, Table is not labeled.	This is a continuation of table 3-1 from the previous page.

	City of Tigard Current Planning Manager			
72	Dick Bewersdorff, City of Tigard Current Planning Manager		Existing land use map is poor.	An updated map will be included in the final TSP.
73	Dick Bewersdorff, City of Tigard Current Planning Manager		Major pipeline map does not include petroleum line.	This map has been amended to show the Kinder Morgan petroleum pipeline from Scholls Ferry Road south near 135 th south through Tigard generally along the BPA easement line. The ammended figure 3-18 is attached.
74	Dick Bewersdorff, City of Tigard Current Planning Manager		Strategy 3: If there are existing sidewalks in close proximity, either developer or City will be required to extend to meet. Funding – Distance Standard – 300 feet?	This strategy (on page 5-4) shall be amended by adding the following language: To effectively implement this strategy, close proximity shall be determined to be within 300 feet of the proposed development. In addition, if extension is not found to be roughly proportional to the development, the City shall add this to future years CIP consideration list.
75	Dick Bewersdorff, City of Tigard Current Planning Manager		Strategy 8: Code enforcement – sidewalk maintenance.	Sidewalk maintenance is an existing requirement in the Municipal Code, therefore, this does not result in any increase requirements of standards. Code Enforcement would be the appropriate contact in the event of sidewalk dis-repair.
76	Dick Bewersdorff, City of Tigard Current Planning Manager		Complimenting land development actions (page 5-12). Therefore, fronting improvements involving sidewalks are required on every change of land use or roadway project. Do we want that in Code or in relationship to construction? Funding.	The intent of this strategy is to require improvements when the change increases demand on the facility. In cases where the demand is the same or decreased, no improvements can be justified. This will be addressed with the Development Code changes to implement the TSP and Comprehensive Plan changes in the future.
77	Dick Bewersdorff, City of Tigard Current Planning Manager		All commercial projects generating over 1,000 trip ends should provide a pedestrian connection plan. Will be new code requirement.	It is anticipated that at some point in the future, the Development Code will be amended to reflect the changes required by the TSP.
78	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 6-2: Bicycle Master Plan, 74 th trail – which side of creek?	This will be determined at the time of project development. Several factors will need to be considered including environmental impacts, wetland areas and access to adjacent lands.
79	Dick Bewersdorff, City of Tigard Current Planning Manager		Page 7-4: (Strategy 2) Need for bus shelter. Code requirement or use existing?	There is already language in the Development Code for Tri-met facility upgrades to be considered when a new project abuts a transit facility, therefore, no additional Development Code changes will be necessary.
80	Dick Bewersdorff,		Page 8-1: Type spacing.	This is a formatting issue which will be corrected with the final

	City of Tigard Current Planning Manager			TSP document.
81	Dick Bewersdorff, City of Tigard Current Planning Manager		Page 8-3: Maximum intersection level of service standard. What, who and where should it be placed? Code or Engineering spec book?	Goal 4, policy 1 on page 8-3 addresses minimum (not maximum) intersection LOS. Engineering will have to establish the criteria. When traffic studies are required, they will evaluate the LOS at key intersections and provide recommendations to meet LOS criteria, if necessary.
82	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 8-3: Shows a connection of 68 th ? Connection at Bull Mountain to Gaarde? Explain? Why not Ames Orchard? One Peachtree to Beef Bend - <u>done</u> . Erickson Heights – connection <u>done</u> .	Figure 8-3 has been updated to reflect these streets that have been finished since the draft TSP was published. The amended figure 8-3 is attached.
83	Dick Bewersdorff, City of Tigard Current Planning Manager		Page 8-10: Says County is in process of reviewing. What did they say?	Washington County's TSP is in the process of being updated. These changes have been take into consideration in their TSP process.
84	Dick Bewersdorff, City of Tigard Current Planning Manager		Table 8-1: Not classified. Local?	These streets were not classified in the prior plans because they were not constructed yet.
85	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 8-8 (1): Space between curb and median 19 feet? (2): Actual width can be modified. What guideline?	This space is to meet Tualatin Valley Fire District (TVFD) needs. The engineering standards developed following the TSP will need to address any guidelines.
86	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 8-10: Where appropriate, median lane may not be provided – what will guide?. Engineering standards – label collectors and arterials.	The Development Code language will be developed which addresses medians and situations where flexibility will be provided.
87	Dick Bewersdorff, City of Tigard Current Planning Manager		Cross section: To be in Public Works specs.?	Yes.
88	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 8-11: Do we now require dedication for 7 lanes on Pacific Hwy and for turn lanes for 500 feet? Greenburg, 4-5/Hall, 4-5/Dartmouth, 4-5/72 nd , 4-5/Durham, 4-5 (setbacks possible).	For projects in these areas, right-of-way dedications/setbacks will be needed to avoid future impacts of roadway projects. These will need to be addressed at the time of development review.
89	Dick Bewersdorff, City of Tigard Current Planning Manager		Figure 8-12: Need definitive statement regarding intent and meaning and applicability of local street access crosses. Golf course in	The connection within Summerfield is shown as pedestrian connection only.

			Summerfield.	
90	Dick Bewersdorff, City of Tigard Current Planning Manager		Table 8-6: Which are Metro and CIP?	Lettered projects are CIP, numbered projects are regional.
91	Dick Bewersdorff, City of Tigard Current Planning Manager		Specific access management for arterials. Funding needs to be established.	Some specific projects have the costs called out. Other general access management projects will occur with roadway projects or with development as it occurs.
92	Dick Bewersdorff, City of Tigard Current Planning Manager		How do we implement truck routes?	Truck routes are identified on Figure 8-25 which will be adopted as part of the Comprehensive Plan maps. The intent is to have these roads designed to be “truck friendly”, i.e., 12 foot travel lanes, longer access spacing, 35 foot curb returns and pavement design that accommodates a larger share of trucks. This does not mean that trucks can not travel on other streets, just that the streets designated as truck routes are designed to accommodate higher amounts of truck traffic. The City could, through Ordinance, designate specific streets as “no through truck routes” which would limit truck traffic to local deliveries only.
93	Dick Bewersdorff, City of Tigard Current Planning Manager		Adopt the following maps?: Figure 5-1: Pedestrian Master Plan <ul style="list-style-type: none"> ◆ Has Duane looked at? ◆ Feasibility of proposed off-street paths ◆ Which side of creek on 74th? Figure 5-2: Pedestrian Action Plan Figure 6-2: Bicycle Master Plan <ul style="list-style-type: none"> ◆ Has Duane looked at? ◆ Framework Option Figure 6-3: Bicycle Action Plan Figure 8-3: Functional Classification System Figure 8-4 Proposed Neighborhood Routes Figures 8-12 – 8-17: Local Street Connectivity Maps Figure 8-19: Street Improvement Plan Figure 8-20: Intersection Improvement Locations Figure 8-21: Traffic Signal Master Plan Figure 8-25: Through Truck Routes	All of the maps will be adopted as part of the comprehensive plan
94	Jason Tuck	1-31-01	Tualatin supports the alternative of Hall Blvd.	

	Program Coordinator		being extended to the south to connect the two communities. They also support the connection of bike lanes and sidewalks along that corridor. They also support the illustration of a bicycle connection to the south of the City in the location of 108 th .	
95	Steve Oulman Land use and transportation planner for DLCD	2-5-01	The proposed comprehensive plan policies and implementation strategies reference the TPR requirements but no timeframe is provided for when Tigard will adopt the required measures. The city's action to adopt the TSP should include a schedule of future actions that will move the city to full compliance with the TPR. Recommends that the city also adopt an interim policy making it clear that until it adopts the required land use regulations changes, provisions of the TPR apply directly to all land use decisions and limited land use decisions.	Staff is not prepared at this time to offer a schedule of future activity as the actual adoption of the TSP itself is not set. Once the TSP is adopted, staff will evaluate the current and projected work load and prepare a schedule for updating to the Development Code to reflect the changes in the TSP and Comprehensive Plan.
96	Michael Hoglund, Director Metro Land Use and Transportation Planning Division	02-20-01	Metro recommends that Goal 2 of the draft plan be expanded to include the 2040 non-single occupancy vehicle modal targets contained in Table 1.3 of the 2000 RTP. The Chapter 10 description of specific strategies already provides a good complement to the modal targets, but should be linked to a specific policy statement that is consistent with the regional TDM policy.	Under Goal 2, Policy 7 should have text added to the sentence "...reduction strategies developed regionally, targeted to achieve non-single occupant vehicle levels outlined in Table 1.3 of the RTP."
97	Michael Hoglund, Director Metro Land Use and Transportation Planning Division	02-20-01	Concern about the level of service "D" standard for congestion which is much more aggressive than the minimum two-hour level of service in the RTP. The RTP standard is not a requirement as long as the local TSP demonstrates that it will not result in major motor vehicle capacity improvements that have the effect of shifting unacceptable levels of congestion into neighboring jurisdictions, result in capacity improvements to the principal arterial system that are not recommended in the RTP and increase SOV	The actual improvements outlined in the Tigard TSP reflect level of service at the boundary between E and F with demand to capacity ratios of 1.0 at key intersections. The policy in Chapter 2, Goal 4, Policy 1 should be edited to reflect this and the recent regional recommendations to state: Level of service E (and demand to capacity ratio of 1.0 or less), Highway Capacity Manual Chapters 15, 16 and 17 (or subsequent updated references) is recommended to balance provision of roadway capacity with level of service and funding. ODOT, Metro and Washington County performance standards should be considered on state or county facilities and for 2040 Concept Areas (as defined in Table 1.2 of the RTP).

			<p>travel to a measurable degree that affects local consistency with modal targets.</p> <p>Proposal in the TSP to expand I-5 to 8 lanes between 217 and Wilsonville conflicts with the 2nd criterion specified above since it is not included in the RTP – recommends revising the assumption to acknowledge that the 2000 RTP has deferred a decision in the I-5 corridor until a more detailed corridor study can be completed.</p> <p>Metro strongly supports the combination of capacity improvements and other measures called for in the draft TSP for Highway 99W from 217 to Tualatin Road. However, Metro suggests consideration of a more specific adoption of the special Highway 99W level of service criteria called for in the 2000 RTP.</p>	
98	Michael Hoglund, Director Metro Land Use and Transportation Planning Division	02-20-01	<p>Suggests revising the motor vehicle classifications to be more consistent with the 2000 RTP by differentiating between major and minor arterials.</p>	<p>There are four differences between the draft Tigard TSP and the 2000 RTP. Each is addressed below with response to the difference:</p> <p>1) Principal Arterial status is removed from Scholls Ferry Road and ORE 99W in Tigard in the RTP. This has no functional impact on these route and the draft Tigard TSP has been changed to be consist with the RTP.</p> <p>2) RTP has Beef Bend as a collector in Tigard. The Tigard TSP will retain the recommended arterial status for Beef Bend Road consist with RTP designation to the west of the city limit since it provides for through traffic in the same capacity and is specifically targeted for access management to protect the functional integrity of this route, given proposed growth in the area and to avoid the impacts that have occurred on Bull Mountain Road with growth in the past 15 years.</p> <p>3) Gaarde Street is shown in the RTP as a collector of regional significance and the draft Tigard TSP designates Gaarde as an arterial. Based upon the definitions in the draft TSP for arterial routes (as routes that connect between cities and regional routes)</p>

				<p>the segment from the Walnut/Murray connection to ORE 99W meets this functional designation. It is recommended to retain the arterial designation in the Tigard TSP.</p> <p>4) The RTP has major and minor arterial designations. While these designations are useful for the regional level planning in the RTP, they are not part of the draft Tigard TSP functional classifications. This is described in detail on pages 8-4 through 8-20 in the TSP. In summary, the functional classification in the Tigard TSP defines a street function by its level of connectivity - not its size, volume, urban design or other features which are elements of a roadway but not its function. Without connectivity neither mobility nor access can be served. Distinguishing arterials as between being "more of an arterial than another" at the local level does not accomplish anything that designation as arterial does not already establish. For these reasons, major and minor designations are left for the RTP and concept area plans - but not the TSP</p>
99	ADDITIONAL STAFF COMMENTS/ CHANGES			<p>All maps will be amended to have a foot note that reads: "Transportation facilities in the Tigard Triangle and Washington Square planning areas have specific design regulations and classifications that may differ slightly from those in the TSP for consistency purposes. In these overlay areas, there are specific planning overlay documents for transportation design regulations"</p>
100	ADDITIONAL STAFF COMMENTS/ CHANGES		The consultant and staff realized after the Planning Commission meeting that there is not a cross section for local commercial and residential streets.	The final TSP will show cross sections consistent with the current dimensional standards (50' ROW, 34' pavement, 5' sidewalks)
101	ADDITIONAL STAFF COMMENTS/ CHANGES		The consultant team and staff realized after the Planning Commission meeting that the Wall street alignment, as shown, may prevent efficient development of the parcel abutting Hall. Engineering staff commented that the alignment of Wall Street as it intersects Hall Boulevard should be flexible to address the specific needs of parcel consolidation in the adjacent area, ODOT access spacing needs and physical constraints. A position 350 feet south of O'Mara would be acceptable.	A footnote has been added to figure 8-3 which states: "The exact position of dashed lines to address physical, access control, right-of-way and environmental constraints, as well as parcel consolidation, in alignment development." The amended figure 8-3 is attached
102	City Council	3-20-01	At the City Council worksession on the TSP,	Figure 7-2 has been amended as attached which shows a future



			<p>Council was presented the plan and given the opportunity to ask questions and provide comments. The Council raised the concern that the TSP and proposed comprehensive plan changes do not adequately address the transit needs in the community. The proposed comprehensive plan findings state that there is “significant” transit service in the community, while that is not perceived to be true. Several Council members cited specific areas that also need to be served that are not shown on Figure 7-2: 72nd/Sequoia/tigard Triangle, 135th/North Dakota, and Bonita. The Council also asked to see a map representing the unserved areas that are not within ¼ mile of a transit facility.</p>	<p>transit connection on Bonita and which includes updated information from Tri-met’s 10 year plan and the RTP. In addition, a new figure will be added (figure 7-3, attached) which shows the future transit coverage areas. Finally, the proposed comprehensive plan text, 8.1, 5th findings bullet, will be deleted.</p>
103	Lynn Peterson, Strategic Planning Manager, Tri-met	5-16-01	<p>The comments provided by Tri-met were for the TSP as well as in preparation of a meeting on May 24, 2001 to discuss transit service issues in Tigard. Staff has attempted to pull out the TSP comments from the general comments provided regarding service.</p> <p>Tri-met indicated that while the TSP is a 20 year document, they are most interested in improvements that can be implemented in the next 5 years, therefore the TSP should identify projects where Tri-met can be a partner to help implement.</p> <p>Tri-met would like to see the TSP create opportunities for signal pre-emption/queue jump lanes on major arterials to help streamline corridors. Tri-met has indicated that they hope to see the City view transit improvements in the same way that we view road improvements by identifying potential transit improvements, funding resources and priorities.</p>	<p>Staff is in the process of developing an action plan which will call for specific partnerships with Tri-met in order to get increased service within Tigard. The development of this action plan will require staff and Council to be prioritized as discussed in Tri-met’s comments. Due to the comments being submitted so late in the process, however, and issues still needing to be resolved, it is not recommended by staff to make additional changes to the TSP at this time. If it is determined after the creation of the action plan and working with Tri-met that specific improvements and priorities need to be identified, amendments and addendums can be made at a later date.</p>

			<p>Pedestrian element of the TSP should prioritize connections that connect pedestrian linkages to transit stops, and place highest priority on those connections that connect to major transit stops, light rail and/or commuter rail stations, transit centers and park-and-ride lots. The City may identify priority bus stops above and beyond the RTP and identify how these stops will be implemented. The commuter rail should be reflected in the TSP with pedestrian access needs, bus connection needs and whether the City believes the rail line should be pursued as an all day service in this corridor over the long term.</p>	
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CITY OF TIGARD
Transportation
Systems Plan

Legend

-  Existing High Pressure Gas Pipeline
-  Kinder Morgan Pipeline

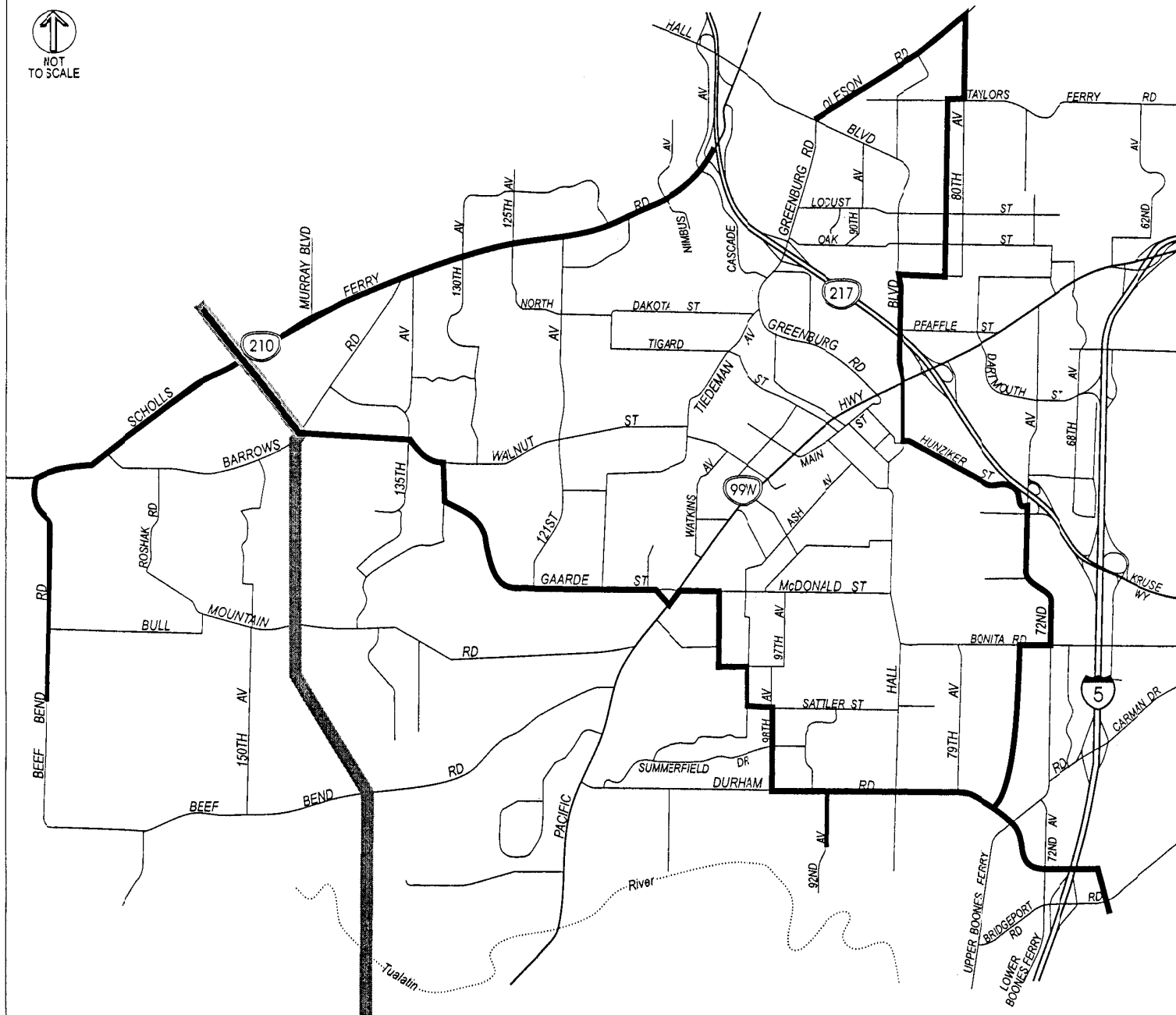


Figure 3-18
MAJOR PIPELINE
ROUTES



Bus Lines Serving Washington Square TC

- 43 - Taylor's Ferry Rd
- 45 - Garden Home
- 56 - Scholls Ferry Rd
- 62 - Murray Blvd
- 76 - Beaverton-Tualatin
- 78 - Beaverton-Lake Oswego

Bus Lines Serving Tigard TC

- 12 - Barbur Blvd
- 44 - King City
- 45 - Garden Home
- 64X - Marquam Hill
- 76 - Beaverton-Tualatin
- 78 - Beaverton-Lake Oswego



CITY OF TIGARD

Transportation Systems Plan

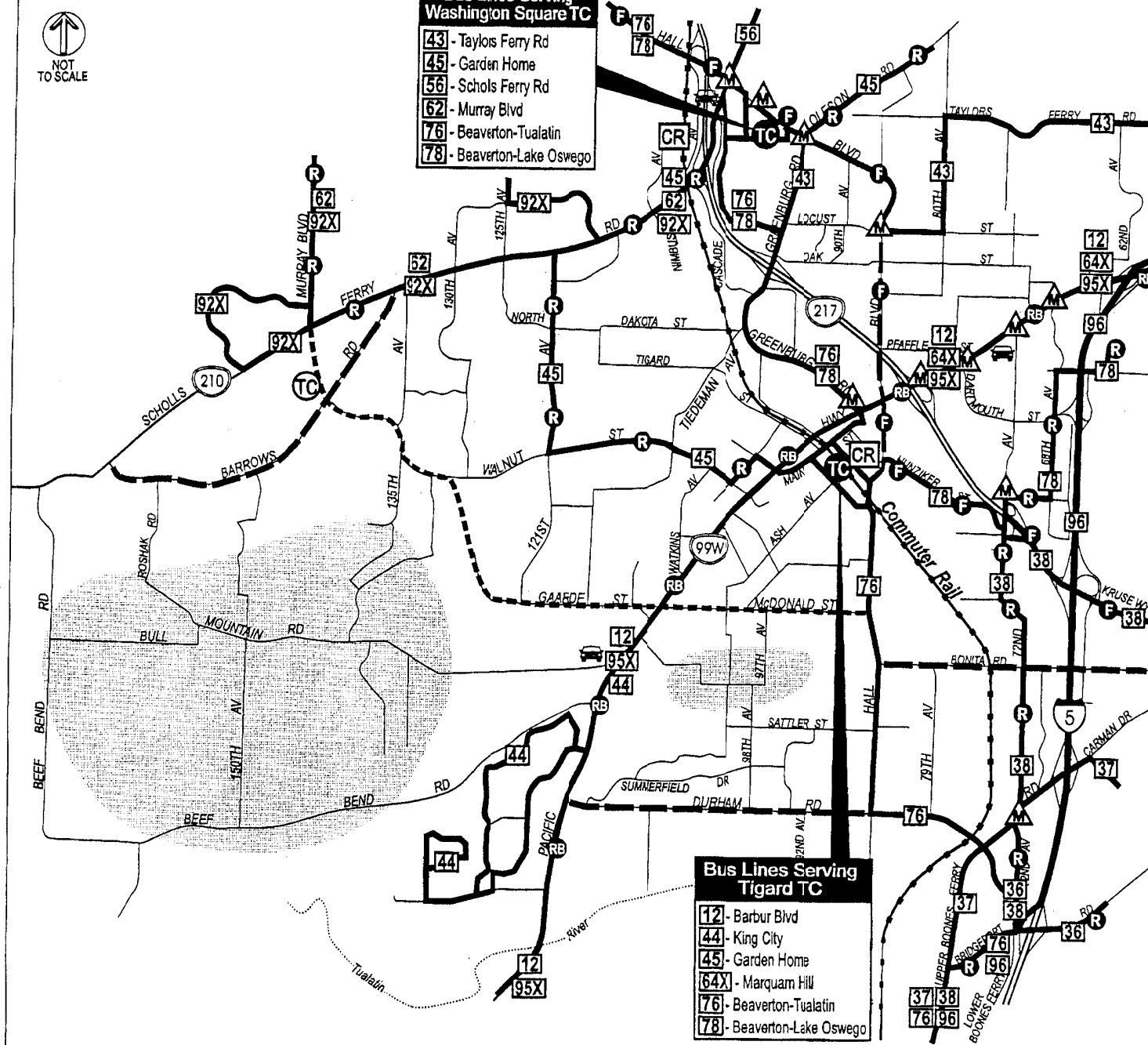
Legend

- Transit Line Travel
- - - Potential Future Transit Route
- Planned Future Transit Route
- 00 - Indicates Transit Line Route Number
- TC - Transit Center Location
- TC - Future Transit Center Opportunity
- P - Park & Ride Lot Location
- CR - Potential Commuter Railstation
- ▲ Major Transit Stop
- Unshaded Area - Unserved Areas

RTP Public Transportation Design

- F - Frequent Bus
- R - Regional Bus
- RB - Rapid Bus

**Figure 7-2
FUTURE TRANSIT
SERVICE**



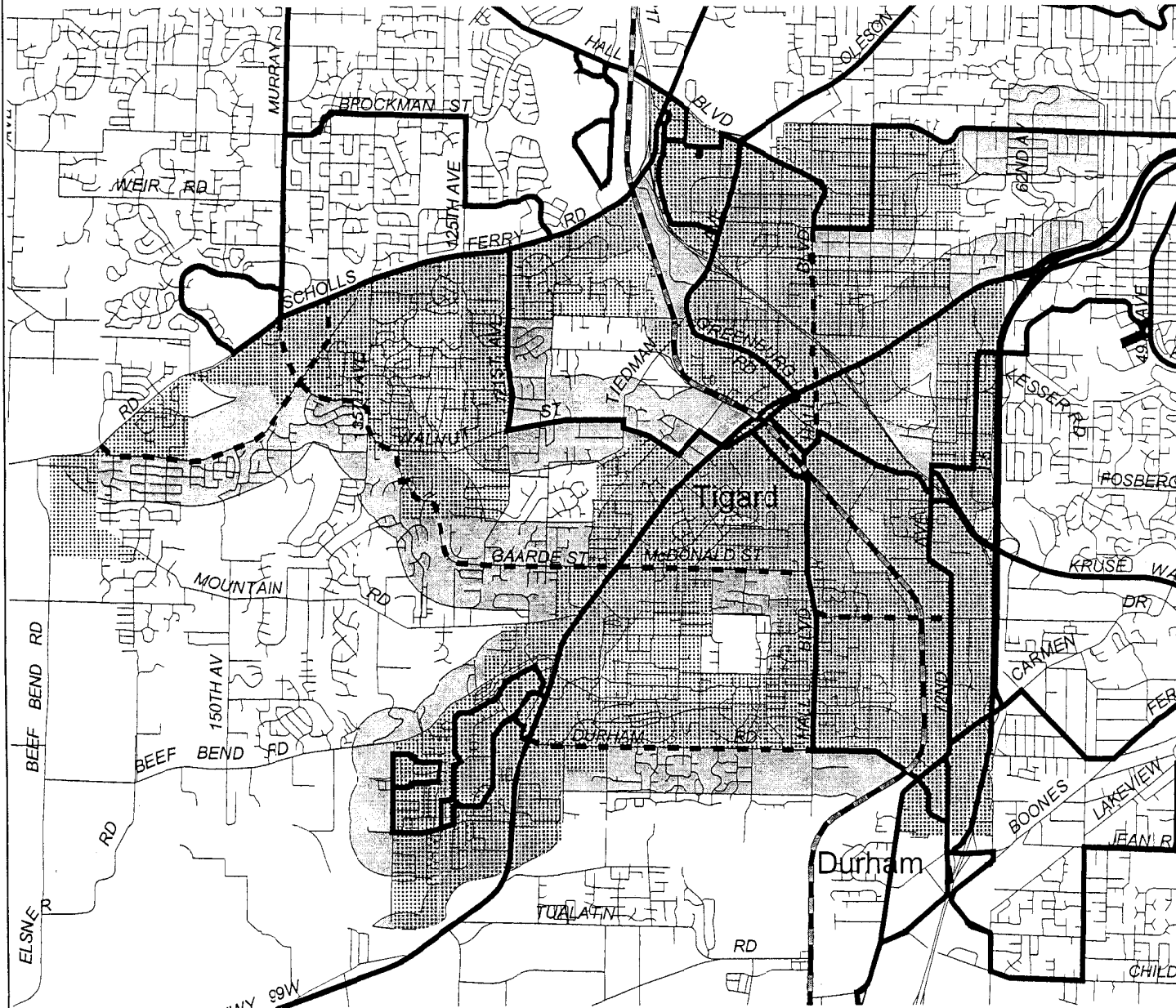


**CITY OF TIGARD
OREGON**

Transportation Systems Plan



NOT
TO SCALE



Legend

- 2015 Transit Supportive Area Covered By Buffer
- 2015 Transit Supportive Zones Not Covered By Buffer
- Future Transit Buffer
- Existing Transit Service/Route
- Future Transit Service/Route
- Proposed Commuter Rail

**Figure X-X
Future Transit
Coverage**



CITY OF TIGARD

Transportation Systems Plan

Legend

- Road Closure

- Arrows indicate specific route yet to be identified.

Proposed Road

- FREEWAY
- PRINCIPAL ARTERIAL
- ARTERIAL
- COLLECTOR
- NEIGHBORHOOD ROUTE

- Tigard Triangle and Washington Square Regional Center Plans include specific functional classification designations (Major/Minor Arterial) that are incorporated by reference to this plan.

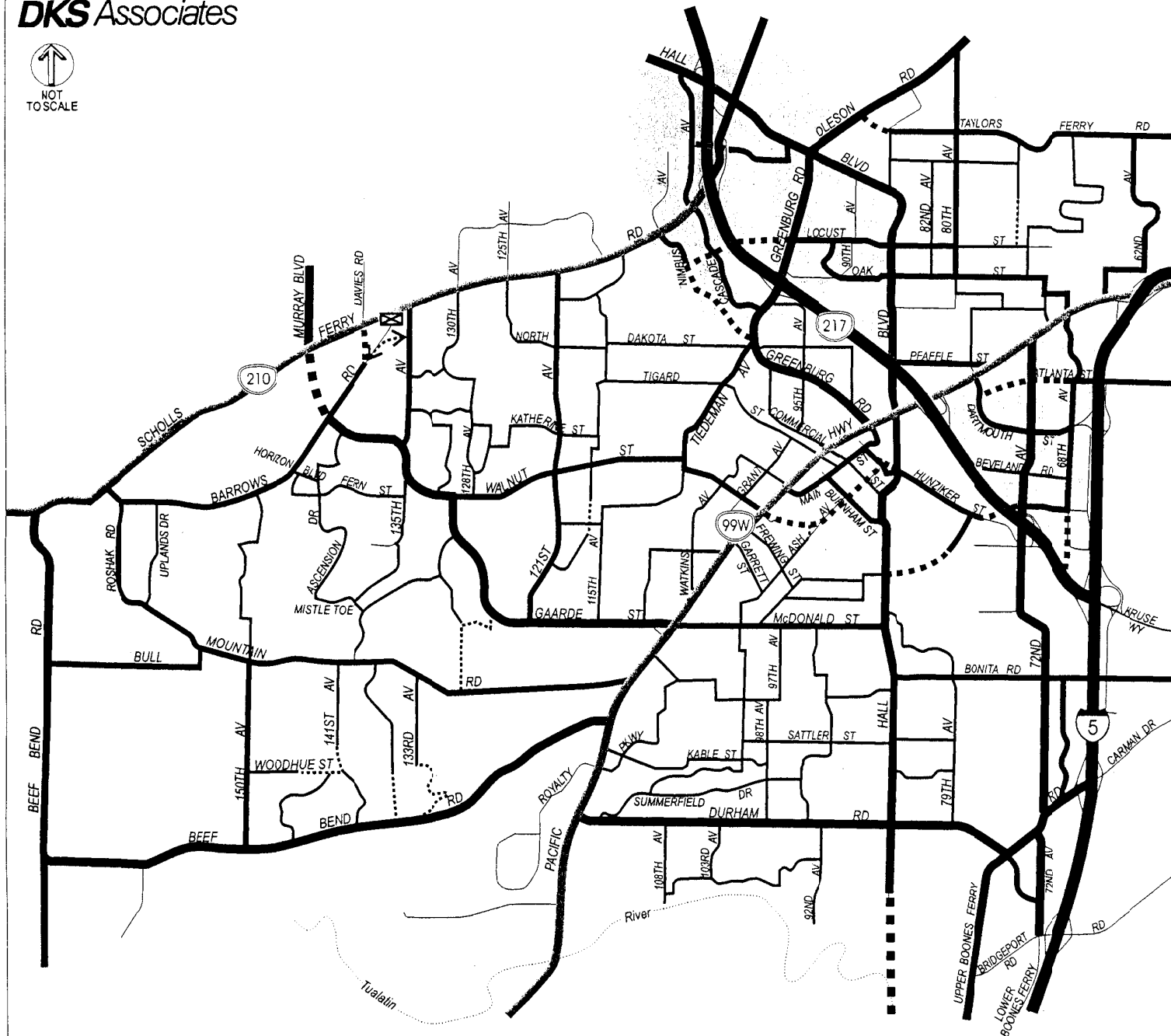
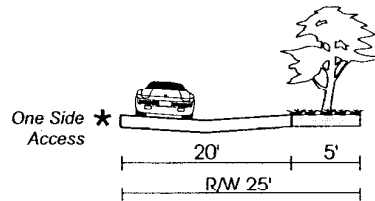


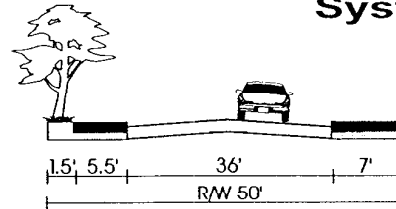
Figure 8-3
PROPOSED FUNCTIONAL
CLASSIFICATION SYSTEM



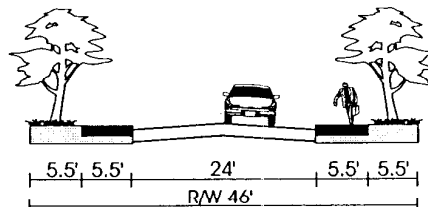
CITY OF TIGARD
Transportation
System Plan



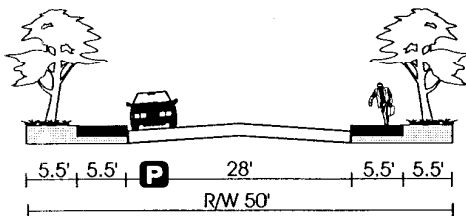
Alley
(No parking)



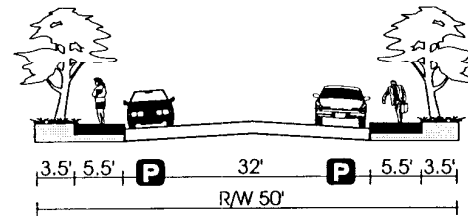
Industrial/Commercial Local



Cul-de-sac/Residential Local Street
<200 vpd
(No parking)



Residential Local Street/Cul-de-sac
One Side On-street Parking
<500 vpd



On-street Parking
<1500 vpd *
If parking on both sides,
block length not to exceed 600 feet

Notes:

1. Selection of placement of sidewalk and planter specific to application.
2. Width of curb is included in sidewalk width when adjacent to street.
3. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
4. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
5. Volume guides represent estimated Full Buildout Conditions, not just existing or project needs.
6. The 36' street shall be used in any area adjacent to commercial or industrial zoning. Sidewalk would be 7' curb tight in Commercial areas and 5.5' for Industrial areas (cross section shows both samples).
7. Where existing street curb to curb widths vary from those shown, the minimum length of new cross section should be (or have the potential to be) 500 feet contiguous.

P - On-street Parking

<1500 vpd - Guide for Traffic Volume Per Day
(does not require conversion of existing routes)

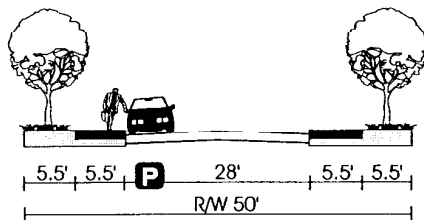
* Where volume exceeds 1500 vpd, this cross section may still be utilized however land use actions or roadway projects impacting such streets may require additional connectivity to reduce volume and/or neighborhood traffic management measures to reduce impacts.

Criteria

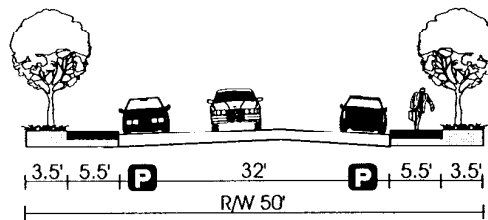
Vehicle Lane Widths: (minimum widths)	9 to 10 ft.
On-Street Parking	8 ft.
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Where Appropriate
Neighborhood Traffic Management:	Should not be necessary (under special conditions & over 1500 vpd)

Figure 8-8

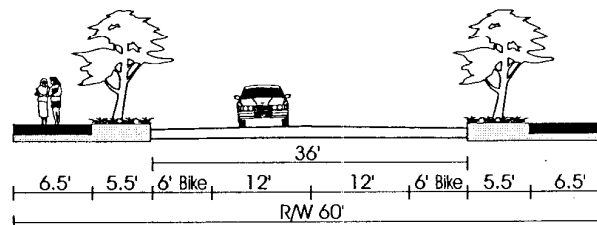
ALLEY, CUL-DE-SAC AND LOCAL STREET
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH



No Parking on One Side



With Parking on Both Sides



With Bike Lanes / No Parking

Notes:

1. Selection of placement of sidewalk and planter specific to application.
2. Width of curb is included in sidewalk width when adjacent to street.
3. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
4. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
5. These are guidelines for future neighborhood route development and does not require changes/conversion to existing streets.

Criteria

Vehicle Lane Widths: (minimum widths)	9-10 ft.
On-Street Parking	8 ft.
Curb Extensions for Pedestrians:	Consider on Pedestrian Routes
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Where Appropriate
Neighborhood Traffic Management:	Appropriate when Warranted

P - On-street Parking

Figure 8-9
NEIGHBORHOOD
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH

AGENDA ITEM # _____
FOR AGENDA OF November 20, 2001

CITY OF TIGARD, OREGON
COUNCIL AGENDA ITEM SUMMARY

ISSUE/AGENDA TITLE Tri-Met Action Update

PREPARED BY: Jim Hendryx DEPT HEAD OK _____ CITY MGR OK _____

ISSUE BEFORE THE COUNCIL

Receive Tri-Met action update from staff.

RECOMMENDATION

No action necessary.

INFORMATION SUMMARY

Staff provided Council an update on June 19, 2001 where Council prioritized transit service delivery to specific populations, i.e., senior, low income and minority, and youth. Since that time, working with information provided by Tri-Met and with Council's goals for increased intra-city transit service in mind, staff has begun analyzing needed service routes, census data, and capital needs. With this effort, a clearer strategy is developing on how best to work with Tri-Met and Metro to meet the community's needs for improved transit service.

Staff has initiated an action plan prioritizing needed capital improvements in order to leverage maximum transit dollars and service. Working in unison with the Westside Transportation Alliance, approaches are being developed to best present the City's needs for improved transit service to residents.

Staff will provide a PowerPoint presentation on progress to date and provide an overview of the Tri-Met Action Plan.

OTHER ALTERNATIVES CONSIDERED

Not applicable.

VISION TASK FORCE GOAL AND ACTION COMMITTEE STRATEGY

Transportation and Traffic Goal # 1, Identify alternate transportation modes, encourage uses of alternate modes and encourage development of alternative modes.

ATTACHMENT LIST

No attachments.

FISCAL NOTES

Not applicable at this point.

Agenda Item No. 7
Meeting of November 20, 2001

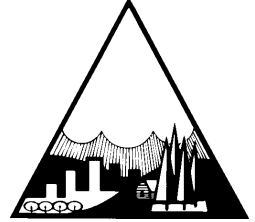
Packet Materials for

SPONSORSHIP AGREEMENT DISCUSSION

will be available on Friday, November 16, 2001

Contact the City Recorder's Office at 503-639-4171
for more information

MEMORANDUM



TO: Honorable Mayor & City Council

FROM: Cathy Wheatley, City Recorder

RE: Sponsorship Agreement Discussion - Agenda Item No. 7
November 20, 2001, Council Meeting

DATE: November 13, 2001

Packet material for this discussion item will be delivered in the Council Newsletter that will be prepared and sent out on Friday, November 16, 2001. Staff has met with representatives of all three sponsored events (Balloon Festival, 4th of July, Broadway Rose Theater). All three agreements have been tailored to meet the needs of the City and the special requirements or circumstances for each of the events. Representatives from all three organizations plan to attend the November 20, 2001, City Council meeting to answer any questions the Council might have.